UNITED STATES RAILROAD ADMINISTRATION

Walker D. Hines, Director General of Railroads.

SOUTHERN PACIFIC

(LINES NORTH OF ASHLAND, ORE.)

3

TIME TABLE

FOR THE

PORTLAND DIVISION

To Take Effect Sunday, May 11, 1919, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.

J. P. O'BRIEN,
Federal Manager

M. J. BUCKLEY,
General Manager

RATING OF LOCOMOTIVES IN Ms

CLASSIFICATION	ENGINE NUMBERS	Portland to Woodb'n	Woodb'n to Albany	Albany to Jct. City	Jct. City to Albany	Albany to Woodb'n	Woodb'n to Portland	Jct. City to Drain	Drain to Oakland	Oakland to Rosebu'g	Rosebu'g to Divide	Divide to Jct. City	Rosebu'g to West F'k	West F'k to Grant Ps	Grant Ps to Ashland	Ashland to Grant Ps	Grant Ps to Glendale	Glendale to Rosebu'g	Geer and Salem	Woodb'n to Pratum	Pratum to A'm'ville	A'm'ville to Natron	Natron to A'm'ville	A'm'ville to Pratum	Pratum to Woodb'n	M'h'k Jct to Wendl'g	Wendl'g to M'h'k Jct	Natron and Oakrid'e	Alb'y Jc to Lebanon	Lebanon to Alb'y Jct.	Canby and Molalla
E—63 17/24 47 to 52	1300 to 1358	930	1280	1380	1480	1380	1230	1180	370	485	465	1180	......	......	......	......	......	950	930	930	425	790	1480	500	1205	1450	1525	1180	1380	1480	930
M—57 17/24 69	1601	1110	1480	1580	1680	1580	1405	1380	455	590	540	1380	980	430	950	1680	430	1180	1110	1110	525	1000	1680	750	1480	1650	1850	1380	1580	1680	1110
T—57 18/24 58	2025																														
E—63 18/24 65	1385, 1395																														
E—69 18/24 65	1391																														
T—57 18/24 64 to 75	2004, 2029 to 2036, 2058, 2076, 2085, 2088, 2099, 2109	1180	1580	1680	1780	1680	1530	1430	530	630	610	1430	1030	500	980	1780	500	1275	1180	1180	550	1060	1780	790	1580	1750	1950	1430	1680	1780	1180
M—57 18/24 73	1610, 1611																														
E—62 18/26 70	1476																														
T—63 18/24 86	2127																														
E—69 18/28 75	1421																														
T—57 18/24 74 to 80	2017. 2019, 2039, 2073, 2081, 2082, 2095, 2121	1280	1680	1780	1880	1780	1630	1580	595	730	680	1580	1155	560	1080	1880	560	1460	1280	1280	600	1200	1880	850	1680	1850	2050	1580	1780	1880	1280
T—57 18/24 81 to 94	2001, 2127, 2128, 2130 to 2152, 2161, 2171, 2172, 2185, 2186																														
T—57 18/30 79	2197																														
T—57 18/30 84	2208																														
T—63 18/30 78	2187, 2190, 2194, 2200 to 2205																														
T—63 19/24 105	2223, 2225	1400	1800	1900	2000	1900	1740	1740	650	900	770	1740	1240	600	1140	2050	600	1540	......	......	......	......	......	......	......	......	......	......	......	......	......
T—63 20/26 112 to 116	2235 to 2273																														
T—69 20/26 113	2219																														
A—81 20/28 105	3067, 3068, 3070, 3071																														
T—69 20/28 134	2274	1600	2100	2500	2500	2500	2000	2000	750	1100	900	2150	1550	650	1450	2200	650	1800	......	......	......	......	......	......	......	......	......	......	......	......	......
T—69 21/28 149	2299	1800	2500	2900	F	2900	2400	2400	980	1300	1100	2450	1700	800	1600	F	800	2000	......	......	......	......	......	......	......	......	......	......	......	......	......
P—77 22/28 141 to 150	2400 to 2452, 2459																														
T—63 22/28 160	2311 to 2362	2000	2700	3100	F	3100	2600	2600	1050	1400	1200	2650	1900	950	1800	F	950	2200	......	......	......	......	......	......	......	......	......	......	......	......	......
T—69 23/28 174	2372																														
C—57 22/34 172	2606, 2610	2600	3300	3600	F	3600	3400	3200	1230	1650	1400	3010	2450	1150	2500	F	1120	3400	......	......	......	......	......	......	......	......	......	......	......	......	......
C—57 22/30 178 to 187	2513 to 2591, 2624 to 2843																														
MK—57 23¾/30 205 to 206	3200 to 3235	2900	3630	3960	F	3960	3740	3520	1350	1815	1540	3310	2695	1215	2750	F	1230	3740	......	......	......	......	......	......	......	......	......	......	......	......	......
MK—63 26/28 210	3236 to 3270	3150	3950	4300	F	4300	4050	3800	1450	1950	1600	3650	3000	1450	3000	F	1400	4050	......	......	......	......	......	......	......	......	......	......	......	......	......
Allowances for Empty and Underloaded Cars.	Less than 40 Ms	6	6	6	6	6	6	3	3	3	3	3	3	3	3	3	3	3	6	6	6	6	6	6	6	6	6	6	6	6	6
	40 to 50 Ms	3	3	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	3	3	3	3	3	3	3	3	3
	More than 50 Ms	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION	ENGINE NUMBERS	Brooklyn to Gaston	Gaston to Eugene	Eugene to Gaston	Gaston to Brooklyn	Brooklyn to Sherw'd	Sherw'd to Sp'gbr'k	Sp'gbr'k to Smithfl'd	Smithfield to Dallas	Dallas to Airlie	Airlie to Sp'gbr'k	Sp'gbr'k to Sherw'd	Sherw'd to Brooklyn	Br'dm'd to Wilim'na	Wilim'na to Br'dm'd	Hillsboro to Buxton	Buxton to Timber	Timber to Cochran	Enright to Til'mook	Til'mook to Salmonberry	Salmonberry to Enright	Enright to Cochran	Timber to Buxton	Buxton to Hillsboro	Salem to Falls City	Falls City to Bl'kRock	Bl'kRock to Salem	Albany to Yaquina	Yaquina to Albany	Albany to Hoover	Hoov'r to Albany	Eugene and M'hfield	M'hfield and MyrtlePt
E—63 17/24 47 to 52	1300 to 1358	950	660	775	1100	950	425	870	425	650	830	420	1100	790	600	......	......	......	......	......	......	......	......	......	......	......	......	490	350	485	500	1205	370
M—57 17/24 69	1601	1010	850	1000	1400	1050	525	1080	650	800	1080	500	1400	1000	740	......	......	......	......	......	......	......	......	......	......	......	......	740	430	590	750	1480	455
T—57 18/24 58	2025																																
E—63 18/24 65	1385, 1395																																
E—69 18/24 65	1391																																
T—57 18/24 64 to 75	2004, 2029 to 2036, 2058, 2076, 2085, 2088, 2099, 2109	1050	900	1050	1500	1100	550	1130	710	850	1130	525	1500	1060	780	......	......	......	......	......	......	......	......	......	700	220	900	780	500	630	790	1580	630
M—57 18/24 73	1610, 1611																																
E—62 18/26 70	1476																																
E—69 18/28 75	1421																																
T—57 18/24 74 to 80	2017, 2019, 2039, 2073, 2081, 2082, 2095, 2121	1250	1000	1200	1600	1250	650	1470	800	950	1250	625	1600	1300	850	1200	500	300	1500	700	......	300	850	1500	......	......	......	850	590	800	900	1680	595
T—57 18/24 81 to 94	2001, 2127, 2128, 2130 to 2152, 2161, 2171, 2172, 2185, 2186																																
T—57 18/30 79	2197																																
T—57 18/30 84	2208																																
T—63 18/30 78	2187, 2190, 2194, 2200 to 2205																																
T—63 18/24 86	2127																																
C—40 17/20 89	2501	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	1000	370	1200	......	......	......	......	1750	......
C—51 19/30 96	2512	1500	1400	1590	2250	1500	880	1590	......	......	......	840	2000	......	......	1750	610	400	F	1750	900	400	1100	F	......	......	......	......	......	......	......	1800	650
C—51 20/24 107	2500																																
T—63 19/24 105	2223, 2225																																
T—63 20/26 112	2235 to 2273																																
T—69 20/26 113	2219																																
TW—50 20-29/26 120	2940																																
TW—50 20/26 111 to 120	2932, 2933 to 2939, 2943, 2945, 2947, 2949, 2950, 2951, 2952, 2957	1750	1650	1700	2400	1750	1000	1700	......	......	......	1000	2400	......	......	2000	700	500	F	2000	1000	500	1250	F	......	......	......	......	......	......	......	......	......
TW—56 20/30 114 to 122	2925 to 2931																																
TW—55 22/26 147	2905, 2911	2400	2290	2575	3220	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	3000	1440
Allowances for Empty and Underloaded Cars.	Less than 40 Ms	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
	40 to 50 Ms	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	More than 50 Ms	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine
"T"—Ten-wheelers
"M"—Moguls
"TW"—Twelve-wheelers
"Mk"—Mikado
"E"—Eight-wheelers
"P"—Pacific Type

Example.—Consolidation engine having 57 inch drivers, Cylinders 22 inch diameter and 30 inch stroke, and weighing 187,000 pounds on Drivers: C-57 $\frac{22}{30}$ 187

ASHLAND SUBDIVISION

Eastward FROM SAN FRANCISCO | TOWARD SAN FRANCISCO Westward

Capacity of Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.	SECOND CLASS			FIRST CLASS			Distance from San Francisco via Marysville		Time Table No. 3	Distance from Roseburg	FIRST CLASS			SECOND CLASS		
	258	222	256	16	54	14			May 11, 1919		13	53	15	257	255	221
	Way Freight	Portland Fast Freight	Way Freight	Oregon Express	Oregonian	Portland Express					San Francisco Express	Oregonian	California Express	Way Freight	Way Freight	Portland Fast Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily
Yard WFOTP	12.01PM	7.30AM		6.25PM	5.00PM	7.00AM	429.1	DNR	**ASHLAND**	143.5	s 10.15AM	s 5.00PM	s 12.20AM	10.45AM		5.05AM
45	12.19	7.45		f 6.38	5.12	f 7.13	434.6		5.5 TALENT	138.0	9.57	f 4.42	12.02AM	9.57		4.20
26	12.26	7.53		f 6.43	5.17	f 7.18	437.0		2.4 PHOENIX	135.6	9.47	f 4.32	11.52PM	9.12		4.05
7							438.4		1.4 GAS WORKS	134.2						
9							438.8		0.4 VOORHIES	133.8						
70 W	1.05	8.10		s 7.00	s 5.27	s 7.35	441.8	DN	3.0 **MEDFORD**	130.8	s 9.35	s 4.20	s 11.40	8.40		3.50
26							442.9		1.1 **CRATER LAKE JCT.**	129.7						
75	1.20	8.25		s 7.11	5.35	s 7.45	445.7	D	2.8 CENTRAL POINT	126.9	s 9.17	f 4.01	f 11.23	8.25		3.20
30	1.35	9.03		f 7.21	5.43	f 7.55	450.2	AUTO. BLOCK	4.5 TOLO	122.4	f 9.03	f 3.47	11.12	7.55		3.05
				f		f	451.4		1.2 RAY GOLD (No Siding	121.2	f	f				
50 W	1.55	9.25		s 7.35	5.56	s 8.10	457.2	DN	5.8 GOLD HILL	115.4	s 8.44	f 3.28	f 10.54	7.20		2.40
10						f	459.4		2.2 ROCK POINT	113.2		f				
7							460.1		0.7 ZACHER	112.5						
60 P	2.25	9.45		s 7.50	6.10	s 8.25	464.9		4.8 ROGUE RIVER	107.7	f 8.25	f 3.09	f 10.36	6.55		2.15
77 PWTO	2.45PM	10.40	6.20AM	s 8.12	s 6.30	s 8.47	473.9	DNR	9.0 **GRANTS PASS**	98.7	s 8.07	s 2.50	s 10.19	6.30AM	2.00PM	1.50
17 P		10.50	6.25				475.9		2.0 GRANITE (Spur)	96.7					1.40	1.15
30		11.00	6.35	8.26	6.43	9.00	478.2		2.3 DIMMICK	94.4	7.49	2.31	10.00		1.30	1.05
42		11.15	6.50	f 8.38	6.53	f 9.12	482.5	D	4.3 MERLIN	90.1	f 7.36	f 2.17	9.47		1.10	12.45
6							486.0		3.5 THREE PINES (Spur)	86.6						
49 P		11.40AM	7.23	f 8.53	7.07	f 9.26	487.4	Automatic Block Signals N	1.4 HUGO	85.2	f 7.23	f 2.03	9.36		12.55	12.30
39 P		12.05PM	8.02	f 9.16	7.23	f 9.46	494.1	D	6.7 LELAND	78.5	f 7.02	f 1.40	9.16		12.35	12.01AM
71		12.20	8.19	9.27	7.33	9.56	498.6	N	4.5 POLLARD	74.0	6.52	1.27	9.04		12.20PM	11.45PM
41		1.17	8.33	f 9.35	7.41	f 10.04	502.0	D	3.4 WOLF CREEK	70.6	f 6.43	f 1.17	f 8.55		11.45AM	11.30
77 PWFT		2.00	8.50	s 10.00	s 8.05	s 10.23	507.9	DNR	5.9 GLENDALE	64.7	s 6.23	s 12.57	s 8.35		11.00 10.00	11.00
12							509.7		1.8 LYSTUL	62.9						
37 P		2.15	9.05	f 10.12	8.18	10.35	512.0		2.3 REUBEN	60.6	6.06	f 12.42	8.18		9.45	10.12
37 P		2.40	9.25	f 10.26	8.30	10.47	516.5		4.5 BRANDT	56.1	5.51	f 12.29	8.03		9.25	9.50
84 WTP		3.00	9.45	f 10.40	8.44	f 11.02	521.7	DN	5.2 WEST FORK	51.4	f 5.35	f 12.15	f 7.47		9.00	9.30
43 P		3.15	10.00	10.51	8.55	11.12	525.6		3.9 COW CREEK	47.0	5.23	12.01PM	7.32		8.40	8.55
50 P		3.35	10.30	11.05	9.09	f 11.25	531.4		5.8 PECK	41.2	5.08	f 11.50AM	7.17		8.20	8.20
73 P		3.55	10.45	11.15	9.20	f 11.37	535.5	N	4.1 BYERS	37.1	5.00	f 11.37	f 7.07		8.10	8.10
36 P		4.15	11.21	f 11.28	9.33	f 11.50AM	540.3		4.8 CORNUTT	32.3	4.47	f 11.21	f 6.54		7.50	7.50
72 P		4.30	11.35	s 11.39	9.41	s 12.01PM	544.2	DN	3.9 RIDDLE	28.4	f 4.39	s 11.13	s 6.45		7.40	7.35
73 P		4.50	11.50	11.49	9.53	12.12	549.3		5.1 WEAVER	23.3	4.28	10.59	6.32		7 25	7.15
23 W		4.55	11.55AM	s 11.51PM	9.55	s 12.15	550.4	D	1.1 MYRTLE CREEK	22.2	f 4.26	s 10.57	s 6.30		7.20	7.10
39		5.15	12.26PM	f 12.01AM	10.05	f 12.26	554.9	N	4.5 DOLE	17.7	4.16	f 10.42	f 6.19		7.05	6.40
2		5.30	1.00	12.08	10.12	f 12.33	558.0		3.1 ROUND PRAIRIE (Spur)	14.6	4.10	f 10.30	f 6.10		6.55	
34		5.50 6.15	1.20	f 12.19	10.20	s 12.47	562.0	D	4.0 DILLARD	10.6	4.02	f 10.21	s 6.00		6.40	6.15
3 P						f	566.3		4.3 CARNES (Spur)	6.3			f			
49 P		6.35	1.55	12.32	10.32	f 1.00	567.7		1.4 GREEN	4.9	3.52	f 10.08	f 5.45		6.15	6.00
Yard WTOFP		6.55PM	2.20PM	s 12.45AM	s 10.45PM	s 1.15PM	572.6	DNR	4.9 **ROSEBURG**	0.0	3.40AM	9.55AM	5.30PM		6.00AM	5.40PM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily			(143.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily
	(2.44) 16.38	(11.25) 13.05	(8.00) 12.34	(6.20) 22.66	(5.45) 24.96	(6.15) 23.27			Time over District Average speed per hour		(6.35) 21.80	(7.05) 20.26	(6.50) 21.00	(4.15) 10.54	(8.00) 12.34	(11.25) 12.57

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

ADDITIONAL FLAG STOPS: Nos. 16 and 53 Union Creek and Seven Oaks. Nos. 14 and 15 Tunnel No. 7.

ROSEBURG SUBDIVISION

Eastward

FROM SAN FRANCISCO

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations	SECOND CLASS				FIRST CLASS						Distance from San Francisco via Marysville			Time Table No. 3 May 11, 1919	
	222 Portland Fast Freight	228 Way Freight	230 Way Freight	246 Way Freight	54 Oregonian	14 Portland Express	24 Passenger	18 Portland Passenger	92 Passenger	16 Oregon Express					
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				**STATIONS**	
Yard WTFOP	8.30PM		8.00AM		11.00PM	1.30PM		7.30AM		1.05AM	572.6	DNR		**ROSEBURG**	1.6
2								f			574.2			EDENBOWER (Spur)	3.6
73	8.46		8.15		11.13	f 1.43		s 7.42		1.17	577.8			WINCHESTER	3.6
26 P	9.00		8.30		11.25	f 1.56		s 7.52		f 1.27	581.4			WILBUR	5.0
73	9.38		9.02		11.39	s 2.11		s 8.05		s 1.41	586.4	D		SUTHERLIN	1.0
2											587.4			WHITMORE (Spur)	1.7
70 W	9.47		9.15		11.45PM	s 2.19		s 8.13		s 1.50	589.1	DN		OAKLAND	6.3
47 P	10.06		9.45		12.01AM	f 2.34		f 8.25		2.06	595.4			ISADORA	2.1
70 PT	10.20		9.51		12.08	f 2.40		f 8.32		2.15	597.5			RICE HILL	6.2
73 P	10.45		10.25		12.23	s 2.54		s 8.46		s 2.29	603.7	D	Automatic Block	YONCALLA	2.4
5											606.1			DEVORE	2.9
73 WY	11.20		11.00		f 12.42	s 3.12		s 9.01		s 2.46	609.0	DN		DRAIN	1.2
4											610.2			KREWSON (Spur)	1.5
25 P	11.28		11.15		12.46	f 3.17		f 9.06		2.52	611.7			LEONA	1.5
73	11.33		11.25		12.51	3.23		9.11		2.55	613.2			SAFLEY	2.0
11	11.41		11.35		12.56	f 3.29		f 9.17		2.59	615.2			ANLAUF	0.9
21	11.45		11.45		12.59	f 3.32		f 9.21		3.01	616.1			CURTIN	1.8
49 W	11.53PM		11.55AM		1.04	f 3.37		s 9.26		3.05	617.9	D		COMSTOCK	4.0
49 PY	12.18AM		12.20PM		1.18	f 3.53		f 9.38		3.18	621.9			DIVIDE	1.0
2											622.9			VEATCH (Spur)	2.1
31	12.28		12.30		1.27	f 4.00		f 9 44		3.25	625.0			LATHAM	1.5
52 PW	12.35		1.15		1.31	s 4.07		s 9.50		s 3.29	626.5	DN		**COTTAGE GROVE**	2.6
10	12.42		1.30		1.37	4.13		f 9.55		3.35	629.1		Automatic Block	SAGINAW (Spur)	1.5
77 P	12.58		1.45		1.40	4.17		f 9.59		3.38	630.6			WALKER	4.9
73	1.25		2.22		1.49	f 4.28		s 10.10		f 3.47	635.5	D		CRESWELL	5.4
73	2.04		3.20		2.04	f 4.42		s 10.24		4.02	640.9			GOSHEN	3.4
YP	2.25		3.40	12.55PM	2.12	4.50		f 10.32	8.45AM	4.10	644.3			**SPRINGFIELD JCT.**	2.0
I											646.3			E.–S. CROSSING	1.0
Yard PWT	3.30	9.00PM	3.55PM	1.05PM	s 2.25	s 5.05	2.55PM	s 10.48	s 8.55AM	s 4.25	647.3	DNR		**EUGENE**	1.2
78 PY	3.35	9.05			2.28	5.08	2.58	10.51		4.28	648.5			BLAIR	4.5
73 P	3.50	9.30			2.39	f 5.18	s 3.08	s 11.01		4.36	653.0			IRVING	6.9
74 P	4.25	9.55			2.53	5.33	3.20	11.13		4.48	659.9			SWAIN	0.7
Yard PWTF	4.30AM	10.00PM			s 2.55AM	s 5.35PM	s 3.22PM	s 11.15AM		s 4.50AM	660.6	DNR		**JUNCTION CITY**	
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(88.0)	
	(8.00) 11.00	(1.00) 13.30	(7.55) 9.34	(0.10) 18.00	(3.55) 22.47	(4.05) 21.55	(0.27) 29.56	(3.45) 23.47	(0.10) 18.00	(3.45) 23.47				……………………Time over District ……………………Average speed per hour	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Nos. 14 and 54 are superior to No. 91.

Nos. 14 and 16 will make non-schedule stops to discharge passengers from points west of Eugene.

No. 54 will stop at Sutherlin, Oakland, Cottage Grove and Creswell to discharge passengers from west of Ashland.

No. 246 will carry passengers.

ROSEBURG SUBDIVISION

TOWARD SAN FRANCISCO

			Time Table No. 3 May 11, 1919	Distance from Junction City	FIRST CLASS						SECOND CLASS			
					53	**23**	**15**	**91**	**17**	**13**	**227**	**245**	**221**	**229**
					Oregonian	Passenger	California Express	Passenger	Roseburg Passenger	San Francisco Express	Way Freight	Way Freight	Portland Fast Freight	Way Freight
			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Monday
	DNR		**ROSEBURG**	88.0	s 9.40AM		s 5.15PM		s10.15PM	s 3.25AM			2.30PM	3.50PM
		1.6	EDENBOWER (Spur)	86.4										
		3.6	WINCHESTER	82.8	f 9.27		5.02		f10.02	3.12			**1.43**	3.35
		3.6	WILBUR	79.2	f 9.16		f 4.52		f 9.51	3.02			1.10	3.20
	D	5.0	SUTHERLIN	74.2	s **9.02**		s 4.37		s **9.38**	f 2.47			12.40	2.55
		1.0	WHITMORE (Spur)	73.2										
	DN	1.7	OAKLAND	71.5	s 8.55		s 4.30		s 9.31	f 2.39			12.30	**2.19**
		6.3	ISADORA	65.2	f 8.40		f 4.16		f 9.17	2.23			12.05PM	1.15
		2.1	RICE HILL	63.1	**8.32**		f 4.10		9.11	**2.15**			11.50AM	1.00
Automatic Block	D	6.2	YONCALLA	56.9	s 8.16		s 3.53		s 8.53	2.01			11.25	12.36
		2.4	DEVORE	54.5										
	DN	2.9	DRAIN	51.6	s 8.04		s 3.40		s 8.40	s 1.51			**11.00**	12.20PM
		1.2	KREWSON (Spur)	50.4										
		1.5	LEONA	48.9	f 7.50		f 3.27		s 8.30	1.40			10.35	11.40AM
		1.5	SAFLEY	47.4	7.46		**3.23**		8.26	1.37			10.18	**11.25**
		2.0	ANLAUF	45.4	f 7.43		f 3.18		f 8.22	1.33			10.11	11.05
		0.9	CURTIN	44.5	f 7.40		f 3.16		f 8.20	1.31			10.08	10.58
	D	1.8	COMSTOCK	42.7	f 7.37		f 3.12		f 8.17	1.28			9.59	10.50
		4.0	DIVIDE	38.7	f 7.26		f 2.59		f 8.07	**1.18**			**9.38**	10.30
		1.0	VEATCH (Spur)	37.7										
		2.1	LATHAM	35.6	7.17		f 2.50		f 8.00	1.11			9.10	9.59
Automatic Block	DN	1.5	**COTTAGE GROVE**	34.1	s 7.14		s 2.47		s 7.57	s 1.08			9.00	**9.50**
		2.6	SAGINAW (Spur)	31.5	7.05		f 2.39		f 7.49				8.45	9.00
		1.5	WALKER	30.0	7.01		f 2.34		f 7.46	**12.58**			8.40	8.55
	D	4.9	CRESWELL	25.1	f 6.51		f **2.22**		s 7.36	f12.48			8.25	8.45
		5.4	GOSHEN	19.7	6.37		f 2.07		f 7.24	12.36			8.00	8.20
		3.4	**SPRINGFIELD JCT.**	16.3	s 6.29		1.59	4.10PM	f 7.17	12.29		7.10AM	7.30	8.05
		2.0	E. S. CROSSING	14.3										
	DNR	1.0	**EUGENE**	13.3	s 6.20	s12.50PM	s 1.50	**4.00**PM	s 7.10	s12.22	**2.15**AM	7.00AM	7.20	7.50AM
		1.2	BLAIR	12.1	6.07	12.46	1.31		7.02	12.15	2.10		7.02	
		4.5	IRVING	7.6	5.59	s12.37	1.23		s 6.54	12.08AM	1.45		6.50	
		6.9	SWAIN	0.7	5.47	12.22	1.11		6.42	11.57PM	1.05		6.35	
	DNR	0.7	**JUNCTION CITY**	0.0	5.45AM	12.20PM	1.09PM		6.40PM	11.55PM	1.00AM		6.30AM	
			(88.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Monday
			Time over District		(3.55)	(0.30)	(4.06)	(0.10)	(3.35)	(3.30)	(1.15)	(0.10)	(8.00)	(8.00)
			Average speed per hour		22.47	26.60	21.46	18.00	24.56	25.14	10.68	18.00	11.00	9.34

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Nos. 14 and 54 are superior to No. 91.

No. 245 will carry passengers.

JUNCTION CITY SUBDIVISION
FROM SAN FRANCISCO

Eastward

Time Table No. 3

May 11, 1919

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel and Turning Stations.		SECOND CLASS								FIRST CLASS										Distance from San Francisco via Marysville		
		276	228	232	88	244	226	222	234	14	80	24	142	26	18	28	30	16	54			
		Way Freight	Way Freight	Way Freight	Mixed	Way Freight	Way Freight	Portland Fast Freight	Way Freight	Portland Express	Passenger	Passenger	Tillamook Passenger	Passenger	Portland Passenger	Passenger	Passenger	Oregon Express	Oregonian			
		Leave Daily Ex. Saturday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Tues., Thurs. Sat.	Leave Mon., Wed., Fri.	Leave Daily Ex. Monday	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**
Yard	WTF		10.30PM					5.10AM		5.40PM		3.27PM			11.23AM			4.55AM	3.00AM	660.6	DNR	**JUNCTION CITY**
48	P		10.50					5.20 5.32		5.48		s 3.37			s11.33			**5.04**	3.09	665.1	D	4.5 HARRISBURG
10			11.00					5.40		5.53		f 3.42			f11.38			5.09	3.14	668.2		3.1 ALFORD (Spur)
77			**11.30PM**					5.50		5.58		3.47			**11.48**			**5.15**	3.18	670.7		2.5 FOLK
47			12.10AM					6.00		**6.05**		s 3.54			s11.55AM			5.20	3.23	673.8	DN	3.1 HALSEY
71	PW		12.30					6.35		6.15		s 4.04			s12.05PM			5.28	**3.31**	679.0	D	5.2 SHEDD
72			1.00					6.55		6.25		s 4.15			s**12.15**			5.36	3.39	684.6		5.6 TANGENT
	P		1.15		3.17PM	2.00PM		7.10		6.35	6.24PM	4.24		12.37PM	12.27		8.01AM	5.44	3.47	689.7	R	5.1 **ALBANY JCT.**
Yard	WYFOP		**2.30**		3.22PM	2.05PM		7.40		s 6.50	s 6.27PM	s 4.35		s12.40PM	¶12.30 12.50	8.20AM	s 8.04AM	s 5.54	s 4.00	690.9	DNR	1.2 **ALBANY**
48			2.45					7.55		6.58		f 4.44			f12.58	f 8.28		6.03	**4.10**	695.4		4.5 MILLERSBURG
46	P		3.00					8.10		7.04		s **4.53**			s 1.07	s 8.37		6.09	4.16	699.5	D	4.1 JEFFERSON
73			**3.47**					8.20		7.12		s 5.02			s 1.15	s 8.46		6.17	4.25	704.2	DN	4.7 MARION
78			4.20					8.35		7.22		s 5.14			s 1.26	s 8.56		6.27	4.35	710.7	D	6.5 TURNER
										7.26		f 5.19			f 1.32	f 9.01		6.32	4.40	713.3		2.6 STATE SCHOOL (No Siding)
73	P		**4.48**					8.50		7.32		5.25			1.38	9.07		6.40	**4.48**	717.4		4.1 SOUTH SALEM
Yard	WYOPF		5.10AM				**11.10AM**	8.55		s 7.45		s 5.35			s 1.50	s 9.17		s 6.55	s 5.00	718.2	DNR	0.8 **SALEM**
							11.13	9.00		7.47		5.37			1.52	9.19		6.57	5.03	718.8		0.6 LEMROCK
73							11.18	**9.22**		7.50		f 5.40			f 1.55	**9.22**		7.00	5.06	720.3		1.5 FAIR GROUNDS
19							11.30	**9.46**		7.55		s 5.46			s 2.01	f 9.27		7.06	5.12	723.3		3.0 CHEMAWA
75	P						11.45AM	9.54		8.01		s 5.53			s 2.09	s **9.37**		7.14	5.20	726.9		3.6 BROOKS
72							12.01PM	10.05		8.11		s 6.03			s 2.19	s 9.47		7.24	5.30	732.1	D	5.2 GERVAIS
73	P						12.06	**10.26**		8.15		**6.07**			2.23	9.51		7.28	5.35	734.5		2.4 SOUTH WOODBURN
Yard	WYFP						12.15	10.55		s 8.20		s 6.15			s 2.30	s10.05		s 7.35	5.39	735.2	DNR	0.7 **WOODBURN**
49							12.30	11.05		8.27		s 6.23			s **2.38**	f**10.15**		f 7.43	5.47	738.8	D	3.6 HUBBARD
74	P						12.40	11.15		8.32		6.27			2.43	10.20		7.48	5.54	741.6		2.8 HITO
18							12.55	11.20		8.35		s 6.32			s 2.48	s10.25		f 7.52	5.58	743.2	D	1.6 AURORA
36	W						**1.30**	11.25		8.39		s 6.37			s **2.54**	f10.30		7.56	6.02	745.2		2.0 BARLOW
46							2.20	11.30		8.42		s 6.42			s 3.00	s10.36		f 8.00	6.06	746.8	DN	1.6 **CANBY**
39	Y						**2.45**	11.32		8.43		6.43			3.01	10.37		8.01	6.07	747.3		0.5 FLANDER
4							2.55	11.50		8.48		s 6.48			s 3.07	f10.43		8.07	6.14	750.1		2.8 NEW ERA (Spur)
64	P						**3.09**	**11.53AM**		**8.55**		f 6.50			f **3.09**	10.45		8.09	6.16	750.8		0.7 COALOA
31	P						3.20	12.05PM		9.01		6.54			3.14	10.49		8.15	6.22	752.9		2.1 PULP
41	PW						**5.18**	12.20		s 9.10		s 7.03			s 3.23	s**10.56**		s **8.25**	6.27	755.5	DN	2.6 OREGON CITY
	I																			756.1		0.6 W. V. S. CROSSING
5								12.40		9.15		7.08			f 3.29	11.00		8.29	6.32	757.3		1.2 PARK PLACE (Spur)
57	P						6.15	12.55		**9.22**		s 7.17			s 3.38	f11.08		f 8.35	6.38	760.0		2.7 CLACKAMAS
9																				761.0		1.0 HASKELL
48	P						6.45	1.25		9.29		7.25			f 3.47	11.16		8.42	6.46	764.1		3.1 EAST MILWAUKIE
	P	10.40PM		3.25PM			6.50	1.30	4.20AM	9.31		7.27	5.27PM		3.49	11.18		**8.44**	6.48	765.2		1.1 **WILLSBURG JCT.**
Yard	WFTO	10.50PM		3.35PM			7.00PM	1.40PM	4.30AM	9.36		7.32	5.34		3.54	11.24		8.49	6.53	766.9	DNR	1.7 **BROOKLYN**
										9.44		7.40	5.42		4.02	11.32		**8.57**	7.01	769.2		2.3 CLAY STREET
										s 9.48		s 7.44	s 5.46		s 4.06	s11.36		s 9.01	s 7.05	769.7		0.5 EAST MORRISON ST.
	I									s10.00PM		s **8.00PM**	s 6.00PM		s 4.20PM	s11.50AM		s **9.15AM**	s 7.20AM	771.0	DNR	1.3 **PORTLAND**
		Arrive Daily Ex. Saturday	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.	ArriveDaily Ex. Monday	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(110.4)
		(0.10) 10.20	(6.40) 8.64	(0.10) 10.20	(0.05) 14.40	(0.05) 14.40	(7.50) 6.22	(8.30) 12.81	(0.10) 10.20	(4.20) 25.48	(0.03) 24.00	(4.33) 24.26	(0.33) 10.55	(0.03) 24.00	(4.57) 23.91	(3.30) 22.89	(0.03) 24.00	(4.20) 25.48	(4.20) 25.48			……Time over District ……Average speed per hour

Auto. Blk.

Automatic Block Signals

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Nos. 16, 54, 28, 18 and 24 are superior to No. 141; No. 142 is superior to Nos. 23, 15, 17, and 27; Nos. 54, 16, 18, 24 and 14 are superior to Nos. 79 and 25; Nos. 14, 24 and 54 are superior to No. 29; Main Line first class trains are superior to Falls City Branch first class trains. Fall City Branch first class trains may run ahead of delayed Main Line first class trains between Salem and Lemrock without an order to do so.

Nos. 14 and 16 will make non-schedule stops to discharge passengers from points west of Eugene.

No. 54 will stop at Woodburn and Oregon City to discharge passengers from west of Ashland. Nos. 28 and 142 will reduce speed, passing telegraph office, Brooklyn, sufficiently to permit of company mail exchange.

JUNCTION CITY SUBDIVISION

TOWARD SAN FRANCISCO

Westward

Time Table No. 3

May 11, 1919

		STATIONS		Distance from Portland	FIRST CLASS										SECOND CLASS							
					53	79	23	141	25	15	17	29	27	13	275	243	85	231	225	221	227	233
					Oregonian	Passenger	Passenger	Tillamook Passenger	Passenger	California Express	Roseburg Passenger	Passenger	Passenger	SanFrancisco Express	Way Freight	Way Freight	Mixed	Way Freight	Way Freight	Portland Fast Freight	Way Freight	Way Freight
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday
	DNR	JUNCTION CITY	4.5	110.4	s 5.40AM		s 12.15PM			s 1.04PM	s 6.35PM			s 11.50PM						5.30AM	12.30AM	
	D	HARRISBURG	3.1	105.9	5.32		s 12.07PM			12.56	s 6.27			11.42						5.20 4.50	12.20AM	
		ALFORD (Spur)	2.5	102.8	5.24		f 11.57AM			12.49	f 6.18			11.35						4.38	11.55PM	
		FOLK	3.1	100.3	5.15		11.48			12.43	6 13			11.30						4.18	11.30	
	DN	HALSEY	5.2	97.2	5.06		s 11.39			12.36	s 6.05			11.25						4.02	11.00	
	D	SHEDD	5.6	92.0	4.55		s 11.29			12.26	s 5.53			11.16						3.31	10.30	
		TANGENT	5.1	86.4	4.44		s 11.18			12.15	s 5.43			11.06						3.00	10.00	
	R	ALBANY JCT.	1.2	81.3	4.33	6.43AM	11.08		11.18AM	12.04	5.33	5.23PM		10.57		6.55AM	8.50AM			2.40	9.35	
	DNR	ALBANY	4.5	80.1	s 4.30	6.40AM	s 11.05		11.15AM	s 12.01PM	¶ 5.30 5.10	5.20PM	s 7.40PM	s 10.54		6.50AM	8.45AM			2.30	9.30	
		MILLERSBURG	4.1	75.6	4.10		f 10.50			11.44AM	f 5.01		f 7.30	10.42						1.50	8.50	
	D	JEFFERSON	4.7	71.5	3.57		s 10.42			11.37	s 4.53		f 7.21	10.35						1.35	8.30	
	DN	MARION	6.5	66.8	3.47		s 10.33			11.29	s 4.39		f 7.12	10.27						1.20	7.12	
	D	TURNER	2.6	60.3	3.35		s 10.21			11.19	s 4.26		f 6.59	10.17						1.00	6.31	
		STATE SCHOOL (No Siding)	4.1	57.7	3.30		s 10.15			11.14	s 4.20		f 6.53	10.12								
Auto.Blk.		SOUTH SALEM	0.8	53.6	3.22		10.07			11.07	4.10		6.46	10.05						12.35	6.10	
	DNR	SALEM	0.6	52.8	s 3.20		s 10.05			s 11.05	s 4.08		s 6.44	s 10.03					5.20PM	12.01AM	6.05PM	
		LEMROCK	1.5	52.2	3.07		9.55			10.54	3.57		6.36	9.54					5.18	11.54PM		
		FAIR GROUNDS	3.0	50.7	3.04		9.52			10.51	f 3.54		f 6.33	9.51					5.00	11.50		
		CHEMAWA	3.6	47.7	2.59		f 9.46			10.46	s 3.49		f 6.28	9.46					4.40	11.40		
		BROOKS	5.2	44.1	2.52		s 9.37			10.39	s 3.42		f 6.21	9.40					4.16	11.30		
	D	GERVAIS	2.4	38.9	2.42		s 9.26			10.30	s 3.33		f 6.12	9.31					3.50	11.10		
		SOUTH WOODBURN	0.7	36.5	2.38		9.20			10.26	3.27		6.07	9.28					3.38	11.00		
	DNR	WOODBURN	3.6	35.8	s 2.36		s 9.18			s 10.24	s 3.25		s 6.03	s 9.26					3.25	10.45		
	D	HUBBARD	2.8	32.2	2.24		s 9.09			10.15	s 3.13		f 5.55	9.18					2.38	10.25		
Automatic Block Signals		HITO	1.6	29.4	2.19		8.59			10.10	3.03		5.49	9.12					2.14	10.18		
	D	AURORA	2.0	27.8	2.15		s 8.55			10.06	s 2.59		f 5.45	9.09					2.00	10.10		
		BARLOW	1.6	25.8	2.10		s 8.49			10.02	s 2.54		f 5.40	9.05					1.30	10.05		
	DN	CANBY	0.5	24.2	f 2.06		s 8.45			9.59	s 2.49		s 5.37	f 9.02					1.00	9.57		
		FLANDER	2.8	23.7	2.04		8.42			9.58	2.45		5.34	9.01					12.15	9.56		
		NEW ERA (Spur)	0.7	20.9	1.58		s 8.37			9.53	f 2.40		f 5.29	8.57					12.01PM	9.50		
		COALCA	2.1	20.2	1.56		8.35			9.52	f 2.39		5.27	8.55					11.53AM	9.48		
		PULP	2.6	18.1	1.51		8.30			9.48	2.35		5.23	8.50					11.20	9.43		
	DN	OREGON CITY	0.6	15.5	s 1.46		s 8.25			s 9.43	s 2.30		s 5.18	s 8.45					10.56	9.34		
		W. V. S. CROSSING	1.2	14.9																		
		PARK PLACE (Spur)	2.7	13.7	1.36		8.16			9.36	2.21		f 5.10	8.37					10.10	9.28		
		CLACKAMAS	1.0	11.0	1.32		s 8.12			9.31	s 2.17		f 5.06	f 8.32					10.00	9.22		
		HASKELL	3.1	10.0																		
		EAST MILWAUKIE	1.1	6.9	1.25		8.04			9.24	f 2.09		4.59	8.25					9.45	9.08		
		WILLSBURG JCT.	1.7	5.8	1.22		8.02	8.38AM		9.22	2.07		4.57	8.22	1.11AM			9.05AM	9.36	9.05		11.57PM
	DNR	BROOKLYN	2.3	4.1	1.18		7.58	8.34		9.18	2.03		4.53	8.18	1.00AM			8.55AM	9.30AM	9.00PM		11.50PM
		CLAY STREET	0.5	1.8	1.09		7.49	8.24		9.09	1.54		4.44	8.09								
		EAST MORRISON ST.	1.3	1.3	1.08		s 7.48	s 8.23		s 9.08	s 1.53		s 4.43	s 8.08								
	DNR	PORTLAND		0.0	1.00AM		7.40AM	8.15AM		9.00AM	1.45PM		4.35PM	8.00PM								
		110.4			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
		Time over District			(4.40)	(0.03)	(4.35)	(0.23)	(0.03)	(4.04)	(4.50)	(0.03)	(3.05)	(3.50)	(0.11)	(0.05)	(0.05)	(0.10)	(7.50)	(8 30)	(6.25)	(0.07)
		Average speed per hour			23.66	24.00	24.09	15.13	24.00	27.15	22.84	24.00	25.98	28.80	9.27	14.40	14.40	10.20	6.22	13.29	8.98	14.57

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: 16, 54, 28, 18 and 24 are superior to No. 141; No. 142 is superior to Nos. 23, 15, 17 and 27; Nos. 54, 16, 18, 24 and 14 are superior to Nos. 79 and 25; Nos. 14, 24 and 54 are superior to No. 29: Main Line first class trains are superior to Falls City Branch first class trains. Falls City Branch first class trains may run ahead of delayed Main line first class trains between Salem and Lemrock without orders to do so.

No. 23 stop State Street Salem. No. 15 stop on signal at Canby to pick up passengers and stop at stations east of Eugene to detrain passengers from Molalla Branch. No. 13 stop at Chemawa to discharge passengers from Portland and East. Nos. 17 and 141 will stop on signal at Brooklyn to pick up or discharge shipments of company material and mail.

Eastward FROM SAN FRANCISCO JUNCTION CITY SUBDIVISION—Yaquina Branch TOWARD SAN FRANCISCO Westward

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.	SECOND CLASS		FIRST CLASS			Distance from San Francisco			Time Table No. 3 May 11, 1919	Distance from Albany	FIRST CLASS			SECOND CLASS
	264 Way Freight	266 Freight	402 Passenger	406 Passenger	404 Passenger						403 Mixed	401 Passenger	405 Passenger	263 Way Freight
	Lv. Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
Yard PWTF	8.00AM		12.40PM			774.3	DR		YAQUINA	83.4		s 4.15PM		3.00PM
33			f12.46			772.3		2.0	OYSTERVILLE	81.4		f 4.09		
			f12.54			769.4		2.9	MOODY (No Siding)	78.5		f 4.00		
4			1.02			766.6		2.8	ALTREE (Spur)	75.7		3.52		
19 P	8.40		s 1.09			765.6	D	1.0	TOLEDO	74.7		s 3.49		1.09
			f 1.25			759.3		6.3	STORRS (No Siding)	68.4		f 3.29		
6	9.20		s 1.33			756.5		2.8	ELK CITY (Spur)	65.6		s 3.21		12.32
4	9.32		f 1.41			753.8		2.7	MORRISON (Spur)	62.9		f 3.12		12.22
13	9.45		s 1.50			750.6		3.2	CHITWOOD	59.7		s 3.03		12.10PM
12	10.20		s 2.06			745.2		5.4	EDDYVILLE	54.3		s 2.44		11.50AM
11 P	10.45		s 2.25			738.9		6.3	NORTONS (Spur)	48.0		s 2.25		11.25
33 PWT	11.05		s 2.41			733.7	D	5.2	NASHVILLE	42.8		s 2.07		11.05
36 P	11.40AM		s 3.04			728.5	D	5.2	SUMMIT	37.6		s 1.49		10.40
7			f 3.11			726.0		2.5	DEVITT	35.1		f 1.39		
6			3.14			724.8		1.2	CONGER	33.9		1.35		
12	12.10PM		s 3.20			723.2		1.6	BLODGETT	32.3		s 1.30		10.10
4 W			f 3.24			722.0		1.2	ALDER (Spur)	31.1		f 1.25		
10			f 3.35			718.4		3.6	HARRIS	27.5		f 1.13		
20	1.05		s 3.45			715.9		2.5	WRENS	25.0		s 1.05		9.25
3	1.35		f 4.01			710.3		5.6	NOON (Spur)	19.4		f12.47		
6			4.04			709.4		0.9	FLYNN	18.5		12.44		
21 PW	1.45		s 4.12		7.20AM	708.8	DR	0.9	**PHILOMATH**	17.9	s 7.10AM	s12.41		8.50
Yard PWYF	2.30	1.45PM	s 4.35	11.10AM	s 7.45AM	703.2	DR	5.6	**CORVALLIS**	12.3	s 6.45	s12.22	s 1.20PM	8.25
P	2.35	1.55	s 4.40	s11.15		702.2	R	1.0	**CORVALLIS JCT.**	11.3	s 6.33	s12.14	s 1.15	8.10
25 P	3.00	2.12	f 4.52	f11.27		697.1		5.1 (W.S.Bch.Crsg.)	GRANGER	6.2	f 6.17	f12.02PM	f 1.03	7.53
2		2.27	f 5.03	f11.38		692.6		4.5	NORTH ALBANY (Spur)	1.7	f 6.03	f11.52AM	f12.52	
						691.5		1.1	O. E. CROSSING	0.6				
YardWTYOF	3.30PM	2.35PM	s 5.10PM	s11.45AM		690.9	DNR	0.6	**ALBANY**	0.0	5.55AM	11.45AM	12.45PM	7.30AM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(83.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(7.30) 1.14	(0.50) 15.00	(4.30) 18.53	(0.35) 21.43	(0.25) 13.44				....Time over District.... ....Average speed per hour....		(1.15) 14.32	(4.30) 18.53	(0.35) 21.43	(7.30) 11.12

Westward trains are superior to trains of the same class in the opposite direction (see rule 72). Exceptions: No. 406 is superior to No. 405

See page 16 for additional trains between Corvallis and Corvallis Jct.

Eastward FROM SAN FRANCISCO JUNCTION CITY SUBDIVISION—Tallman Branch TOWARD SAN FRANCISCO Westward

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.	SECOND CLASS		FIRST CLASS			Distance from San Francisco			Time Table No. 3 May 11, 1919	Distance from Albany Jct.	FIRST CLASS			SECOND CLASS	
	88 Mixed	244 Way Freight	80 Passenger	26 Passenger	30 Passenger						79 Passenger	25 Passenger	29 Passenger	243 Way Freight	85 Mixed
	Leave Tues. Thurs., Sat.	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily				STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.
16 Y	2.52PM	1.30PM	6.05PM	12.15PM	7.41AM	697.3	R		**TALLMAN**	7.6	s 7.04AM	s 11.38AM	s 5.45PM	7.25AM	s 9.18AM
	f 2.55	1.35	f	f	f	696.4		0.9	CRANOR (No Siding)	6.7	f	f	f	7.21	f 9.15
14	f 2.58	1.38	f 6.10	f 12.21	f 7.46	695.4		1.0	GOLTRA	5.7	f 6.59	f 11.32	f 5.38	7.18	f 9.11
11	f 3.03	1.44	f 6.14	f 12.25	f 7.50	693.7		1.7	FRY	4.0	f 6.55	f 11.28	f 5.34	7.12	f 9.05
11	f 3.10	1.51	f 6.19	f 12.30	f 7.55	691.5		2.2	FROMAN	1.8	f 6.50	f 11.23	f 5.29	7.05	f 8.58
	3.15PM	2.00PM	6.23PM	12.35PM	8.00AM	689.7	R	1.8	**ALBANY JCT.**	0.0	6.45AM	11.19AM	5.25PM	6.56AM	8.52AM
	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily				(7.6)		Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.
	(0.23) 19.83	(0.30) 15.81	(0.18) 25.33	(0.20) 22.80	(0.19) 23.01				....Time over District.... ....Average speed per hour....		(0.19) 23.01	0.19 23.01	(0.20) 22.80	(0.29) 15.72	(0.26) 17.54

Westward trains are superior to trains of the same class in the opposite direction (see rule 72). Exceptions: No. 80 is superior to No. 29

Eastward FROM SAN FRANCISCO JUNCTION CITY SUBDIVISION—Mill City Branch TOWARD SAN FRANCISCO Westward

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephones and Turning Stations.		SECOND CLASS		FIRST CLASS			Time Table No. 3 May 11, 1919		FIRST CLASS	SECOND CLASS	
		270 Way Freight	272 Way Freight	442 Passenger	Distance from San Francisco			Distance from Albany	441 Passenger	269 Way Freight	271 Way Freight
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily			STATIONS		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
			9.00AM	5.15AM	750.0	R	**IDANHA**	59.1	s 4.50PM		4.05PM
							1.8				
17	P		9.12	f 5.21	748.2		HOOVER (Spur)	57.3	f 4.41		3.55
							2.3				
28	TP		9.30	s 5.30	745.9	D	DETROIT	55.0	s 4.20		3.45
							1.8				
10			9.40	f 5.36	744.1		BREITENBUSH (Spur)	53.2	f 4.13		3.35
							0.7				
				f 5.39	743.4		BERRY (No Siding)	52.5	f 4.10		
							2.6				
15			10.05	f 5.49	740.8		HALLS	49.9	f 4.01		3.15
							0.7				
10			10.10	5.53	740.1		GRANITE MOUNTAIN	49.2	3.57		
							2.1				
22				6.00	738.0		ENDER	47.1	3.50		
							4.2				
4	P		10.40	s 6.15	733.8		NIAGARA (Spur)	42.9	s 3.35		2.35
							2.4				
8				f 6.24	731.4		MINTO (Spur)	40.5	f 3.27		
							1.1				
2				6.28	730.3		SCHROEDER (Spur)	39.4	3.23		
							0.8				
24			11.00	s 6.31	729.5		GATES	38.6	s 3.20		2.15
							2.9				
33	W. YP	11.50AM	11.10AM	s 6.50	726.6	DR	MILL CITY	35.7	s 3.10	10.20AM	2.00PM
							1.5				
11				f 6.55	725.1		POTTER	34.2	f 2.53		
							1.5				
9		12.05PM		s 7.00	723.6		GOOCH (Spur)	32.7	s 2.48	10.05	
							1.1				
5		12.15		f 7.04	722.5		FOX VALLEY (Spur)	31.6	f 2.44	10.00	
							3.2				
17	W	12.35		s 7.13	719.3		LYONS	28.4	s 2.34	9.44	
							3.9				
4				f 7.23	715.4		WILLIAMS (Spur)	24.5	f 2.24		
							2.3				
4				f 7.30	713.1		KIPHART (Spur)	22.2	f 2.15		
							2.2				
14		2.08		s 7.37	710.9		KINGSTON	20.0	s 2.08	8.55	
							1.7				
				f 7.42	709.2		LEFFLER (No Siding)	18.3	f 2.03		
							4.2				
	W	2.35		s 8.00	705.0		**SHELBURN**	14.1	s 1.51	8.30	
							2.4 (W. S.Bch. Crsg.)				
24		2.50		s 8.11	702.6		MUNKERS	11.7	s 1.44	8.11	
							2.3				
5		3.00		s 8.20	700.3		THOMAS (Spur)	9.4	s 1.37	7.45	
							2.9				
5		3.30		f 8.38	697.4		BUSSARD (Spur)	6.5	f 1.28	7.30	
							6.5				
Yard	WTYOF	4.00PM		s 8.58AM	690.9	DNR	**ALBANY**	0.0	1.10PM	7.00AM	
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily			57.3		Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
		(4.10) 8.57	(2.10) 10.80	(3.43) 15.90			Time over District Average speed per hour		(3.40) 16.12	(3.20) 10.71	(2.05) 11.23

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 442 is superior to No. 441. No. 272 is superior to No. 271.

ADDITIONAL FLAG STOPS: Knox Butte, M.P. 695.4, Renner, M.P. 698.7, South Santiam, M. P. 699.6, Livesay 728.2.

Eastward FROM SAN FRANCISCO JUNCTION CITY SUBDIVISION—Molalla Branch TOWARD SAN FRANCISCO Westward

Capacity of Passing Sidings in cars and location of scales, water, fuel and Turning Stations.	FIRST CLASS				Time Table No. 3 May 11, 1919		FIRST CLASS	
	58 Passenger	56 Mixed	Distance from San Francisco			Distance from Canby	55 Mixed	57 Passenger
	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily
Yard WTF	2.10PM	9.00AM	757.6	DR	**MOLALLA**	10.8	s 11.20AM	s 3.40PM
					3.0			
12	s 2.18	s 9.13	754.6		**LIBERAL**	7.8	s 11.12	s 3.32
					0.1			
			754.5		W. V. S. CROSSING	7.7		
					2.3			
27	f 2.25	f 9.25	752.2		RAMES	5.4	f 11.00	f 3.25
					0.9			
4	f	f	751.3		SCOTT (Spur)	4.5	f	f
					1.7			
8	f 2 31	f 9.40	749.6		KRAFT (Spur)	2.8	f 10.50	f 3.19
					2.8			
46	s 2.40PM	s 9.50AM	746.8	DR	**CANBY**	0.0	10.40AM	3.10PM
	Arrive Daily	Arrive Daily			10.8		Leave Daily	Leave Daily
	(0.30) 21.60	(0 50) 12.96			Time over District Average speed per hour		(0.40) 16.20	(0.30) 21.60

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 56 superior to Nos. 55 and 57; No. 58 is superior to No. 57.

ADDITIONAL FLAG STOP: M. P. 752.9.

JUNCTION CITY SUBDIVISION—Newberg Branch

Eastward

FROM SAN FRANCISCO

Capacity of Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.			FIRST CLASS																				Time Table No. 3 May 11, 1919
			360	**320**	**318**	**142**	**352**	**316**	**314**	**358**	**312**	**354**	**310**	**308**	**306**	**356**	**304**	**362**	**302**	Distance from San Francisco			
			East Side Electric	Cook Electric	Oswego Electric	Tillamook Passenger	East Side Electric	Oswego Electric	Oswego Electric	Newberg Electric	Oswego Electric	East Side Electric	Oswego Electric	Oswego Electric	Cook Electric	McMinnville Electric	Cook Electric	Newberg Electric	Oswego Electric				
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily Ex. Sunday				**STATIONS**
PYE			6.39PM				3.35PM					8.37AM				5.41AM				738.0	R		**ST. JOSEPH**
19 PE			s 6.42				s 3.39					s 8.41				s 5.44				739.5	D		1.5 LAFAYETTE
			f 6.46				f 3.43					f 8.45				f 5.48				741.4			1.9 OAK LAWN (No Siding)
10 PE			s 6.48				s 3.46					s 8.50				s 5.50				742.1			0.7 DAYTON
			f 6.50				f 3.48					f 8.52				f 5.53				743.4			1.3 CRAWFORD (No Siding)
14 PE			s 6.55				s 3.53					s 8.59				s 5.58				746.1			2.7 DUNDEE
PE			**7.00**				3.57					**9.04**				6.02				748.3			2.2 FIRST ST.
PE			s 7.04				s 4.06			1.15PM		s 9.11				s 6.06		**12.50AM**		748.7 748.5	DR		0.4 (S. L. Co. Csg.) **NEWBERG**
PE			7.07				4.09			1.18		9.14				6.09		12.53		749.3 749.1			0.6 MERIDIAN
15 PWE			f 7.10				s 4.12			s 1.21		s 9.17				s 6.12		s 12.55		750.8			1.5 SPRINGBROOK
3																				751.7			0.9 WEB (Spur)
13 PE			f 7.16				s 4.19			f 1.27		s 9.23				f 6.18		f 1.01		753.0			1.3 REX
12 PE			f 7.19				f 4.22			f 1.30		f 9.26				f 6.21		f 1.04		754.3			1.3 CHEHALEM
11 E			f 7.20				f 4.23			f **1.31**		f 9.27				f 6.22		f 1.05		754.7			0.4 VOTAW
7			f 7.23				s 4.27			s 1.34		s 9.30				s 6.25		s 1.08		756.1			1.4 MIDDLETON (Spur)
25 PE			s 7.27				s 4.33			s 1.38		s 9.34				s 6.29		s 1.11		757.6	D		1.5 SHERWOOD
4			7.29				4.35			1.41		9.36				6.31		1.13		758.9			1.3 FORD (Spur)
5			f 7.30				f 4.36			f 1.43		f 9.37				f 6.32		f 1.15		759.5			0.6 CIPOLE
7			7.32				f 4.38			f 1.45		f 9.39				f 6.34		f 1.16		760.5			1.0 HERRMAN (Spur)
20 PE			s 7.35				s 4.42			s **1.48**		s 9.42				s 6.37		s 1.18		762.0			1.5 TUALATIN
			f				f			f		f				f		f		762.4			0.4 GALBREATH (No Siding)
PYWE			s 7.40	7.15PM		5.07PM	s **4.50**			s 1.54		s **9.47**			**7.35AM**	s 6.43	**6.00AM**	s 1.22		764.0	R		1.6 **COOK**
51 E			f 7.41	f 7.16		5.08	f 4.51			f 1.55		f 9.48			f 7.36	f 6.44	f 6.01	f 1.23		764.5			0.5 BRYANT
			f	f			f			f		f			f	f	f	f		765.0			0.5 LAKE GROVE (No Siding)
30 PE			s 7.50	s 7.25	**5.55PM**	s 5.15	s 5.00	**4.40PM**	**2.40PM**	s 2.05	1.19PM	s 9.57	**9.45AM**	**8.35AM**	s 7.45	s 6.53	s 6.07	s 1.30	12.01AM	767.8	DNR	Automatic Block	2.8 **OSWEGO**
P			7.51	f 7.26	f 5.56	5.16PM	5.01	f 4.41	f 2.41	f 2.06	f 1.20	9.58	f 9.46	f 8.36	f 7.46	f 6.54	f 6.08	f 1.31	f 12.02	768.1			0.3 WILSONIA (No Siding)
W				f	f			f	f	f	f		f	f	f	f	f	f	f	768.6			0.5 BRIARWOOD (No Siding)
			7.53	f 7.28	f 5.58		5.03	f 4.43	f 2.43	f 2.08	f 1.22	10.00	f 9.48	f 8.38	f 7.48	f 6.56	f 6.10	f 1.33	f 12.04	768.8			0.2 ROCK SPUR (No Siding)
7 PE			7.55	f 7.30	f 6.00		5.05	f 4.46	f 2.45	f 2.12	f 1.24	10.02	f 9.50	f 8.40	f 7.51	f 6.59	f 6.12	f 1.35	f 12.06	769.4			0.6 ELK ROCK (Spur)
				f	f		f	f	f	f	f		f	f	f	f	f	f	f	769.6			0.2 RIVERWOOD (No Siding)
10 PE			7.56	f 7.31	f **6.02**		5.06	f 4.47	f 2.46	f 2.13	f **1.26**	10.04	f 9.51	f 8.41	f 7.52	f 7.00	f 6.13	f 1.36	f 12.07	769.9			0.3 RIVERA
			7.57	f 7.32	f 6.03		5.07	f 4.48	f 2.47	f 2.14	f 1.29	10.05	f 9.52	f 8.42	f 7.53	f 7.01	f 6.14	f 1.37	f 12.08	770.1			0.2 RIVERDALE (No Siding)
			7.58	f 7.33	f 6.04		5.08	f 4.49	f 2.48	f 2.15	f 1.30	10.06	f 9.53	f 8.43	f 7.54	f 7.02	f 6.15	f 1.38	f 12.09	770.4			0.3 EWAHWE (No Siding)
18 PE			8.00	f 7.35	f 6.07		5.10	f 4.51	f 2.50	f **2.18**	f 1.33	10.08	f 9.55	f 8.45	f **7.59**	f **7.05**	f 6.17	f 1.40	f 12.11	771.3			0.9 CEMETERY
			8.01	f 7.37	f 6.09		5.11	f 4.53	f 2.51	2.20	f 1.35	10.09	f 9.56	f 8.46	f 8.01	f 7.07	f 6.18	f 1.41	f 12.12	771.9			0.6 FULTON (No Siding)
2			8.02	f 7.38	f 6.10		5.12	f 4.54	f 2.52	2.21	f 1.36	10.10	f 9.57	f 8.47	f 8.02	f 7.08	f 6.19	f 1.42	f 12.13	772.3			0.4 SOUTHERN PORTLAND (Spur)
10 E			8.04	f 7.40	f 6.13		5.14	f 4.57	f 2.54	2.24	f 1.39	10.12	f 9.59	f 8.50	f 8.05	f 7.11	f 6.21	f 1.44	f 12.15	773.1			0.8 ZIMMERMAN (Spur)
6			8.05	f 7.41	f 6.14		5.15	f 4.58	f 2.55	f 2.25	f 1.40	10.13	f 10.00	f 8.51	f 8.06	f 7.12	f 6.22	f 1.45	f 12.16	773.3			0.2 MULBOX (Spur)
11 PE			8.07	f 7.43	f 6.15		5.16	f 5.00	f 2.57	f 2.27	f 1.42	10.15	f 10.02	f 8.53	f 8.08	f 7.19	f 6.24	f 1.46	f 12.17	774.1			0.8 TURNTABLE
Yard PE			s **8.11**	s 7.46	s 6.19		s **5.20**	s 5.04	s 3.00	s 2.30	s 1.45	s 10.19	s 10.05	s 8.57	s **8.10**	s 7.22	s 6.28	s 1.49	s 12.21	774.8	D		0.7 **JEFFERSON ST.**
			s **8.14**	s 7.49	s **6.22**		s **5.23**	s **5.07**	s 3.03	s 2.33	s 1.48	s **10.22**	s **10.08**	s 9.01	s 8.14	s **7.25**	s 6.31	f 1.52	s 12.24	775.1			0.3 **4TH & JEFFERSON STS.**
			s 8.17	s 7.52	s 6.25		s 5.26	s 5.11	s 3.06	s 2.36	s 1.51	s 10.25	s 10.11	s 9.04	s 8.17	s 7.28	s 6.34	s 1.55	s 12.27	775.6			0.5 **WASHINGTON ST.** (City Stn.)
			8.18	s **7.53PM**	s **6.26PM**		5.27	s **5.12PM**	3.07	2.37	s **1.52PM**	**10.26**	10.12	s **9.05AM**	8.18	**7.38**	**6.35**	1.56	12.28	775.8			0.2 **ANKENY ST.**
PE			s 8.30PM				s **5.35PM**		s **3.15PM**	s 2.45PM		s 10.35AM	s **10.20AM**		s 8.25AM	s 7.45AM	s 6.45AM	s 2.05AM	s 12.35AM	776.2	DNR		0.4 **PORTLAND**
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily Ex. Sunday				(38.2)
			(1.51)	(0.38)	(0.31)	(0.09)	(2.00)	(0.32)	(0.35)	(1.30)	(0.33)	(1.58)	(0.35)	(0.30)	(0.50)	(2.04)	(0.45)	(1.15)	(0.34)				............Time over District
			20.65	18.42	15.48	25.33	19.10	15.00	14.40	18.33	14.55	19.42	14.40	16.00	14.64	18.48	16.27	22.00	14.82				............Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

See pages 11 and 12 for additional trains between Portland and St. Joseph and pages 14 and 15 for additional trains between Portland and 4th and Jefferson Sts. All trains stop for passengers at Salmon, Burnside and Flanders Sts., Portland, and on Flag at Goodin M. P. 765.4, Jean M. P. 763.5, Pacific College, and Main St., Newberg; Oswego and Cook locals at Jones. E—Electrified sidings.

No. 142 will stop at Bryant, and Goodin to detrain passengers from West of Cook.

JUNCTION CITY SUBDIVISION—Newberg Branch

TOWARD SAN FRANCISCO

Time Table No. 3

May 11, 1919

				FIRST CLASS															
			Distance from Portland	301	303	351	305	141	307	355	309	359	311	313	353	315	357	317	319
				Cook Electric	Cook Electric	East Side Electric	Oswego Electric	Tillamook Passenger	Oswego Electric	Newberg Electric	Oswego Electric	East Side Electric	Oswego Electric	Oswego Electric	East Side Electric	Oswego Electric	McMinnville Electric	Cook Electric	Oswego Electric
	STATIONS			Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	ST. JOSEPH		38.2			s 9.29AM						s 2.46PM			s 6.05PM		s 7.22PM		
D	LAFAYETTE	1.5	36.7			s 9.25						s 2.42			s 6.01		s 7.18		
	OAK LAWN (No Siding)	1.9	34.8			f 9.19						f 2.37			f 5.54		f 7.13		
	DAYTON	0.7	34.1			s 9.17						s 2.36			s 5.52		s 7.12		
	CRAWFORD (No Siding)	1.3	32.8			f 9.13						f 2.32			f 5.48		f 7.09		
	DUNDEE	2.7	30.1			s 9.09						s 2.28			s 5.44		s 7.05		
	FIRST ST. (S. L. Co. Csg.)	2.2	27.7 27.9			**9.04**						2.23			5.39		**7.00**		
DR	**NEWBERG**	0.4	27.5 27.5			s 9.00				s 11.45AM		s 2.20			s 5.36		s 6.56		
	MERIDIAN	0.6	26.9			8.53				11.42		2.16			5.29		6.52		
	SPRINGBROOK	1.5	25.4			s 8.51				s 11.39		f 2.14			s 5.27		s 6.50		
	WEB (Spur)	0.9	24.5																
	REX	1.3	23.2			s 8.44				f 11.32		f 2.07			s 5.20		f 6.43		
	CHEHALEM	1.3	21.9			f 8.40				f 11.28		f 2.04			f 5.16		f 6.40		
	VOTAW	0.4	21.5			f 8.39				f 11.27		2.03			f 5.15		f 6.39		
	MIDDLETON (Spur)	1.4	20.1			s 8.35				s 11.23		f 2.00			s 5.11		s 6.36		
D	SHERWOOD	1.5	18.6			s 8.31				s 11.19		s **1.57**			s 5.07		s 6.33		
	FORD (Spur)	1.3	17.3			8.27				11.14		1.53			5.02		6.29		
	CIPOLE	0.6	16.7			f 8.26				f 11.13		f 1.52			f 5.01		f 6.28		
	HERRMAN	1.0	15.7			f 8.24				f 11.11		f 1.50			f 4.59		f 6.26		
	TUALATIN	1.5	14.2			s 8.22				s 11.09		s **1.48**			s 4.57		s 6.24		
	GALBREATH (No Siding)	0.4	13.8			f				f		f			f		f		
R	**COOK**	1.6	12.2	s **5.58**AM	s **7.25**AM	s 8.18		s 9.01AM		s 11.05		s 1.43			s **4.50**		s 6.20	s 7.10PM	
	BRYANT	0.5	11.7	f 5.57	f 7.24	f 8.17		f 9.00		f 11.03		f 1.41			f 4.47		f 6.18	f 7.09	
	LAKE GROVE (No Siding)	0.5	11.2	f	f	f		f		f		f			f		f	f	
DNR	**OSWEGO**	2.8	8.4	s 5.50	s 7.17	s 8.10	s **8.30**AM	s 8.51	s **9.40**AM	s 10.55	s 12.45PM	s 1.33	s **2.30**PM	s 4.22PM	s **4.40**	s **5.47**PM	s 6.10	s 7.03	s 8.30PM
	WILSONIA (No Siding)	0.3	8.1	f 5.48	f 7.15	8.08	f 8.29	8.49AM	f 9.39	f 10.53	f 12.44	1.31	f 2.29	f 4.21	4.38	f 5.46	f 6.08	f 7.01	f 8.28
	BRIARWOOD (No Siding)	0.5	7.6	f	f		f		f	f	f		f	f		f	f	f	f
	ROCK SPUR (No Siding)	0.2	7.4	f 5.46	f 7.13	8.06	f 8.27		f 9.37	f 10.51	f 12.41	1.29	f 2.27	f 4.19	4.36	f 5.44	f 6.05	f 6.59	f 8.26
	ELK ROCK (Spur)	0.6	6.8	f 5.43	f 7.10	8.04	f 8.25		f 9.34	f 10.48	f 12.38	1.27	f 2.24	f 4.17	4.34	f 5.42	f 6.03	f 6.56	f 8.24
	RIVERWOOD (No Siding)	0.2	6.6	f	f		f		f	f	f		f	f		f	f	f	f
	RIVERA	0.3	6.3	f 5.42	f 7.09	8.03	f 8.24		f 9.33	f 10.47	f 12.37	**1.26**	f 2.23	f 4.16	4.33	f 5.41	f **6.02**	f 6.55	f 8.23
	RIVERDALE (No Siding)	0.2	6.1	f 5.41	f 7.08	8.02	f 8.23		f 9.32	f 10.46	f 12.36	1.25	f 2.22	f 4.15	4.32	f 5.40	f 6.01	f 6.54	f 8.22
	EWAHWE (No Siding)	0.3	5.8	f 5.40	f 7.07	8.01	f 8.22		f 9.31	f 10.45	f 12.35	1.24	f 2.21	f 4.14	4.31	f 5.39	f 6.00	f 6.53	f 8.21
	CEMETERY	0.9	4.9	f 5.38	f **7.05**	**7.59**	f 8.20		f 9.28	f 10.42	f 12.33	1.22	f **2.18**	f 4.12	4.29	f 5.37	f 5.58	f 6.50	f 8.19
	FULTON (No Siding)	0.6	4.3	f 5.37	f 7.02	7.58	f 8.19		f 9.27	f 10.40	f 12.31	1.21	f 2.15	f 4.11	4.28	f 5.35	5.56	f 6.48	f 8.18
	SOUTHERN PORTLAND	0.4	3.9	f 5.36	f 7.01	7.57	f 8.18		f. 9.26	f 10.39	f 12.30	1.20	f 2.14	f 4.10	4.27	f 5.34	5.55	f 6.47	f 8.17
	ZIMMERMAN (Spur)	0.8	3.1	f 5.34	f 6.58	7.55	f 8.16		f 9.24	f 10.37	f 12.28	1.18	f 2.11	f 4.08	4.25	f 5.32	5.53	f 6.45	f 8.15
	MULBOX (Spur)	0.2	2.9	f 5.33	f 6.57	7.54	f 8.15		f 9.23	f 10.36	f 12.27	1.17	f 2.10	f 4.07	4.24	f 5.31	f 5.52	f 6.44	f 8.14
	TURNTABLE	0.8	2.1	f 5.31	f 6.55	7.53	f 8.13		f 9.21	f 10.35	f 12.25	1.15	f 2.08	f 4.06	f 4.23	f 5.29	f 5.50	f 6.42	f 8.13
D	**JEFFERSON ST.**	0.7	1.4	s 5.28	s 6.52	s 7.50	s **8.10**		s 9.18	s 10.33	s 12.23	s 1.13	s 2.05	s 4.03	s 4.20	s **5.27**	s 5.48	s 6.40	s **8.11**
	4TH & JEFFERSON STS.	0.3	1.1	f 5.23	f 6.48	f 7.43	f 8.05		f 9.13	f **10.28**	f 12.18	f 1.08	f 2.00	f 3.58	f 4.13	f **5.20**	f **5.43**	f 6.35	f 8.05
	WASHINGTON ST. (City Stn.)	0.5	0.6	s 5.21	s 6.46	s 7.41	s 8.03		s 9.11	s 10.26	s 12.16	s 1.06	s 1.58	s 3.56	s 4.11	s 5.18	s 5.41	s 6.33	s 8.03
	ANKENY ST.	0.2	0.4	5.18	**6.43**AM	**7.38**	8.00		**9.08**AM	**10.23**	12.13	1.03	**1.55**PM	3.53	4.08	**5.15**PM	5.38	**6.30**PM	**8.00**PM
DNR	**PORTLAND**	0.4	0.0	5.15AM		**7.35**AM	7.57AM			**10.20**AM	12.10PM	1.00PM		3.50PM	4.05PM		**5.35**PM		
	(38.2)			Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District			(0.43)	(0.42)	(1.54)	(0.33)	(0.12)	(0.32)	(1.25)	(0.35)	(1.46)	(0.35)	(0.32)	(2.00)	(0.32)	(1.47)	(0.40)	(0.30)
	Average speed per hour			17.02	16.86	20.11	15.27	20.50	15.00	19.41	14.40	21.62	13.71	15.75	19.10	15.00	21.42	18.30	16.00

Automatic Block

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). See pages 10 and 12 for additional trains between Portland and St. Joseph and pages 14 and 15 for additional trains between Portland and 4th and Jefferson Sts. All trains stop for passengers at Flanders, Burnside, and Salmon Sts., Portland, and on flag at Goodin M. P. 765.4, Jean M. P. 763.5, Pacific College, and Main St., Newberg; Oswego and Cook locals and Nos. 355 and 357 at Jones. E—Electrified sidings.

JUNCTION CITY SUBDIVISION—Newberg Branch.

Eastward FROM SAN FRANCISCO TOWARD SAN FRANCISCO Westward

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations	SECOND CLASS			FIRST CLASS		Distance from San Francisco		Time Table No. 3 May 11, 1919	Distance from Portland	FIRST CLASS			SECOND CLASS		
	276 Way Freight	232 Way Freight	234 Way Freight	324 Cook Electric	322 Oswego Electric					321 Cook Electric	323 Oswego Electric	361 Newberg Electric	233 Way Freight	275 Way Freight	231 Way Freight
	Leave Daily Ex. Saturday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily Ex. Saturday	Arrive Sunday Only	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
PYE		10.30AM				738.0	R	**ST. JOSEPH**	38.2						12.20PM
19 PE		10.35				739.5	D	1.5 LAFAYETTE	36.7						12.15
		10.40				741.4		1.9 OAK LAWN (No Siding)	34.8						12.07
10 PE		10.45				742.1		0.7 DAYTON	34.1						12.05PM
		10.50				743.4		1.3 CRAWFORD (No Siding)	32.8						11.55AM
14 PE		11.10				746.1		2.7 DUNDEE	30.1						11.45
PE		11.35AM				748.3		2.2 FIRST ST.	27.7 27.9						11.35
PE		12.01PM				748.7 748.5	DR	0.4 (S. L. Co. Csg.) **NEWBERG**	27.5 27.5			s12.45AM			11.30
PE		12.15				749.3 749.1		0.6 MERIDIAN	26.9			12.40			11.10
15 PWE		12.30				750.8		1.5 SPRINGBROOK	25.4			s12.38			10.55
3						751.7		0.9 WEB (Spur)	24.5						
13 PE		12.55				753.0		1.3 REX	23.2			f12.30			10.35
12 PE		1.05				754.3		1.3 CHEHALEM	21.9			f12.27			10.30
11 E		1.31				754.7		0.4 VOTAW	21.5			f12.26			10.28
7		1.46				756.1		1.4 MIDDLETON (Spur)	20.1			s12.22			10.24
25 PE		1.57				757.6	D	1.5 SHERWOOD	18.6			s12.18			10.19
4		2.00				758.9		1.3 FORD (Spur)	17.3			12.14			10.06
5		2.03				759.5		0.6 CIPOLE	16.7			f12.12			10.04
7		2.05				760.5		1.0 HERRMAN (Spur)	15.7			f12.10			10.01
20 PE		2.10				762.0		1.5 TUALATIN	14.2			s12.08			9.58
						762.4		0.4 GALBREATH (No Siding)	13.8			f			
PWYE	9.45PM	2.27	3.11AM	10.45PM		764.0	R	1.6 **COOK**	12.2	s10.43PM		s12.04	12.30AM	1.57AM	9.47
51 E	9.50	2.30	3.13	f10.46		764.5		0.5 BRYANT	11.7	f10.42		f12.03AM	12.29	1.55	9.35
				f		765.0		0.5 LAKE GROVE (No Siding)	11.2	f		f			
30 PE	10.10	2.43	3.44	s10.55	9.05PM	767.8	DNR	2.8 **OSWEGO**	8.4	s10.34	s11.55PM	s11.55PM	12.18	1.40	9.24
P	10.14PM	2.46PM	3.45AM	f10.56	f 9.06	768.1		0.3 WILSONIA (No Siding)	8.1	f10.32	f11.54	f11.53	12.11AM	1.30AM	9.19AM
W				f	f	768.6		0.5 BRIARWOOD (No Siding)	7.6	f	f	f			
				f10.58	f 9.08	768.8		0.2 ROCK SPUR (No Siding)	7.4	f10.30	f11.51	f11.51			
7 PE				f11.00	f 9.10	769.4		0.6 ELK ROCK (Spur)	6.8	f10.28	f11.48	f11.48			
				f	f	769.6		0.2 RIVERWOOD (No Siding)	6.6	f	f	f			
10 PE				f11.01	f 9.11	769.9	Automatic Block	0.3 RIVERA	6.3	f10.27	f11.47	f11.47			
				f11.02	f 9.12	770.1		0.2 RIVERDALE (No Siding)	6.1	f10.26	f11.46	f11.46			
				f11.03	f 9.13	770.4		0.3 EWAHWE (No Siding)	5.8	f10.25	f11.45	f11.45			
18 PE				f11.05	f 9.15	771.3		0.9 CEMETERY	4.9	f10.23	f11.43	f11.43			
				f11.06	f 9.16	771.9		0.6 FULTON (No Siding)	4.3	f10.22	f11.42	f11.42			
2				f11.07	f 9.17	772.3		0.4 SOUTHERN PORTLAND (Spur)	3.9	f10.21	f11.41	f11.41			
10 E				f11.09	f 9.19	773.1		0.8 ZIMMERMAN (Spur)	3.1	f10.19	f11.39	f11.39			
6				f11.10	f 9.20	773.3		0.2 MULBOX (Spur)	2.9	f10.18	f11.38	f11.38			
11 PE				f11.11	f 9.21	774.1		0.8 TURNTABLE	2.1	f10.17	f11.37	f11.37			
Yard PE				s11.15	s 9.25	774.8	D	0.7 **JEFFERSON ST.**	1.4	s10.15	s11.35	s11.35			
				s11.18	s 9.28	775.1		0.3 **4TH & JEFFERSON STS.**	1.1	f10.10	f11.30	f11.30			
				s11.21	s 9.31	775.6		0.5 **WASHINGTON ST.** (City Stn.)	0.6	s10.08	s11.28	s11.28			
				s11.22PM	s 9.35PM	775.8		0.2 **ANKENY ST.**	0.4	10.05PM	11.25PM	11.25PM			
PE						776.2	DNR	0.4 **PORTLAND**	0.0						
	Arrive Daily Ex. Saturday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily			(38.2)		Leave Daily	Leave Daily Ex. Saturday	Leave Satur. Only	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(0.29)	(4.16)	(0.34)	(0.37)	(0.30)			Time over District		(0.38)	(0.30)	(1.20)	(0.19)	(0.27)	(3.01)
	8.48	7.05	7.24	19.16	16.00			Average speed per hour		18.63	16.00	20.32	12.95	9.11	9.97

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). See pages 10 and 11 for additional trains between Portland and St. Joseph and pages 14 and 15 for additional trains between Portland and 4th and Jefferson Sts. All trains stop for passengers at Flanders, Burnside and Salmon Sts., Portland, and on flag at Goodin M. P. 765.4, Jean M. P. 763.5, Pacific College and Main St., Newberg and Oswego, Cook and Newberg locals at Jones.
E—Electrified sidings.

JUNCTION CITY SUBDIVISION—Tigard Branch

Eastward FROM SAN FRANCISCO — TOWARD SAN FRANCISCO Westward

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.		SECOND CLASS 276 Way Freight Leave Daily Ex. Saturday	SECOND CLASS 234 Way Freight Leave Daily Ex. Monday	FIRST CLASS 142 Tillamook Passenger Leave Daily	Distance from San Francisco		Time Table No. 3 May 11, 1919 STATIONS		Distance from Cook	FIRST CLASS 141 Tillamook Passenger Arrive Daily	SECOND CLASS 233 Way Freight Arrive Daily Ex. Monday	SECOND CLASS 275 Way Freight Arrive Daily Ex. Sunday
18	PE	9.10PM	2.25AM	4.49PM	775.4	DNR	**BEAVERTON**		7.4	s 9.26AM	1.00AM	2.25AM
14	E			f	776.4		1.0 REYNOLDS		6.4	f		
5	E	9.23	2.40	f 4.54	777.6		1.2 FANNO	(Spur)	5.2	f 9.18	12.53	2.18
13	E	9.25	2.45	f 4.56	778.4		0.8 ROBINSON		4.4	f 9.15	12.50	2.15
	P				779.2		0.8 O. E. CROSSING		3.6			
8	E	9.30	2.55	f 5.00	779.9		0.7 TIGARD		2.9	f 9.10	12.45	2.10
7	E	9.35	3.00	f 5.03	781.4		1.5 HARMON	(Spur)	1.4	f 9.06	12.40	2.05
	PWYE	9.40PM	3.05AM	s 5.06PM	782.8	R	1.4 **COOK**		0.0	9.02AM	12.35AM	2.00AM
		Arrive Daily Ex. Saturday	Arrive Daily Ex. Monday	Arrive Daily			(7.4)			Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday
		(0.30)	(0.40)	(0.17)			Time over District			(0.24)	(0.25)	(0.25)
		14.80	11.10	24.80			Average speed per hour			18.50	17.76	17.76

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

E—Electrified sidings.

FOR SCHEDULE OF TRAINS BETWEEN WILSONIA AND COOK, SEE PAGES 10, 11 AND 12

JUNCTION CITY SUBDIVISION—Milwaukie Branch

Eastward FROM SAN FRANCISCO — TOWARD SAN FRANCISCO Westward

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations		SECOND CLASS 276 Way Freight Leave Daily Ex. Saturday	SECOND CLASS 232 Way Freight Leave Daily Ex. Sunday	SECOND CLASS 234 Way Freight Leave Daily Ex. Monday	FIRST CLASS 142 Tillamook Passenger Leave Daily	Distance from San Francisco	Time Table No. 3 May 11, 1919 STATIONS		Distance from Willsburg Jct.	FIRST CLASS 141 Tillamook Passenger Arrive Daily	SECOND CLASS 275 Way Freight Arrive Daily Ex. Sunday	SECOND CLASS 231 Way Freight Arrive Daily Ex. Sunday	SECOND CLASS 233 Way Freight Arrive Daily Ex. Monday
	P	10.15PM	2.47PM	3.46AM	5.17PM	768.1	**WILSONIA**	(No Siding)	3.2	8.48AM	1.29AM	9.18AM	12.10AM
37		10.20	2.52	3.55	5.20	769.0	0.9 MENEFEE		2.3	8.44	1.25	9.14	12.04
5		10.30	3.10	4.05	s 5.23	770.1	1.1 MILWAUKIE		1.2	s 8.42	1.20	9.11	12.01AM
		10.39PM	3.24PM	4.19AM	5.26PM	771.3	1.2 **WILLSBURG JCT.**		0.0	8.39AM	1.12AM	9.06AM	11.58PM
		Arrive Daily Ex. Saturday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily		(3.2)			Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
		(0.27)	(0.37)	(0.33)	(0.09)		Time over District			(0.09)	(0.17)	(0.12)	(0.12)
		7.11	5.19	5.82	21.33		Average speed per hour			21.33	10.29	16.00	16.00

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

JUNCTION CITY SUBDIVISION—Geer Branch

Eastward FROM SAN FRANCISCO — TOWARD SAN FRANCISCO Westward

Capacity of Passing Sidings in cars and location of Water, Fuel, Telephone and Turning Stations.		SECOND CLASS 248 Way Freight Leave Daily	FIRST CLASS 74 Passenger Leave Daily	Distance from San Francisco		Time Table No. 3 May 11, 1919 STATIONS	Distance from Geer	FIRST CLASS 73 Passenger Arrive Daily	SECOND CLASS 247 Way Freight Arrive Daily
Yard	PWYF	9.45AM	4.00PM	726.2	DNR	**SALEM**	6.8	s 9.10AM	2.00PM
25		9.55	f 4.10	722.6		3.6 LAOHMUND	3.2	f 9.00	1.45
24	Y	10.05AM	s 4.18PM	719.4	R	3.2 **GEER**	0.0	8.52AM	1.31PM
		Arrive Daily	Arrive Daily			(6.8)		Leave Daily	Leave Daily
		(0.20)	(0.18)			Time over District		(0.18)	(0.29)
		20.40	22.67			Average speed per hour		22.67	14.07

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72.)

ADDITIONAL FLAG STOPS: Yeoman, M.P. 721.1; Gesner, M. P. 723.6

JUNCTION CITY SUBDIVISION—West Side Branch

Eastward

FROM SAN FRANCISCO

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.	SECOND CLASS				FIRST CLASS																	Distance from San Francisco		Time Table No. 3 May 11, 1919
	234	**236**	**276**	**232**	**118**	**360**	**130**	**110**	**128**	**102**	**142**	**126**	**352**	**108**	**104**	**124**	**354**	**106**	**122**	**120**	**356**			
	Way Freight	Way Freight	Way Freight	Way Freight	Forest Grove Electric	East Side Electric	Reedville Electric	McMinnville Electric	Reedville Electric	West Side Electric	Tillamook Passenger	Reedville Electric	East Side Electric	McMinnville Electric	West Side Electric	Reedville Electric	East Side Electric	McMinnville Electric	Reedville Electric	Reedville Electric	McMinnville Passenger			
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Saturday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**
16 PWYFE		7.00PM		**10.00AM**		**6.24PM**				**3.28PM**			3.18PM		8.30AM		8.20AM					730.7	DR	**WHITESON** 4.2
8 PWE	8.30PM	7.15PM		10.15		s6.32		5.30PM		s3.38			s3.28	12.30PM	s 8.40		s8.30	6.15AM			5.35AM	734.9	DR	**McMINNVILLE** 3.1
22 PFYE	8.47			10.25AM		s6.38PM		s**5.38**		s3.44			s3.34PM	s**12.36**	s 8.46		s8.36AM	s6.21			s5.40AM	738.0	R	**ST. JOSEPH** 4.2
30 PE	9.05							s5.46		s3.53				s12.44	s 8.53			s**6.29**				742.2	D	**CARLTON** 1.7
3								f		f				f	f			f				743.9		BATAN (Spur) 1.7
20 PE	9.15							s5.52		s4.00				s12.50	s **9.05**			s6.35				745.6		YAMHILL 2.4
14 PE	9.25							f5.57		s4.05				f12.55	s 9.13			f6.40				748.0		COVE ORCHARD 2.7
11 PE	9.35							f6.02		f4.10				f 1.00	f 9.18			f6.45				750.7		WAPATO (Spur) 2.4
17 PWE	9.45							s6.07		s4.16				s 1.05	s 9.25			s6.50				753.1	D	GASTON 0.7
31 PE	9.50							f6.09		s4.18				f 1.06	s 9.27			f6.51				753.8		**PATTON** 1.1
20	9.55							f6.11		f4.20				f 1.08	s 9.30			f6.53				754.9		SEGHERS (Spur) 2.0
21 PE	10.05							s6.15		s4.24				s 1.12	s 9.35			s6.57				756.9		DILLEY 0.9
E	10.10							6.16		4.25				1.13	9.36			6.58				757.8		DETOUR 0.3
								f		f				f	f			f				758.1		RETLAW (No Siding) 0.9
10 PE			6.30PM		9.35PM			s6.21		s4.33				s 1.20	s 9.44			s7.05				759.0 758.5	DR	**FOREST GROVE** 1.3
					f			f		f				f	f			f				760.3		EDDY (No Siding) 0.5
PE	11.40		6.35		f 9.38			f6.24		f**4.38**				f 1.24	f 9.48			f7.09				760.8 760.1		CATCHING 0.9
28 PE	11.50PM		**6.56**		s 9.40			s6.26		s4.41				s 1.26	s 9.51			s7.11				761.7		CORNELIUS 1.0
					f			f		f				f	f			f				762.7		KILLGORE (No Siding) 0.9
3 PE					f 9.43			f6.29		f4.44				f 1.29	f 9.54			f7.14				763.6		JOBE 1.3
PE	**12.19AM**		7.05		9.45			6.31		4.46				1.31	9.57			7.16				764.9		RANGE 0.6 (O. E. Crg.)
					f 9.47			f6.33		f4.48				f 1.33	f 9.59			f7.18				765.5		MAIN STREET (T.Bch Crg.) 0.3
Yard PWYFE	1.00		8.00		s 9.50			s6.38		s4.53	4.25PM			s 1.36	s10.10			s7.22				765.8 765.2	DNR	**HILLSBORO** (O.E.Crossing) 0.8
PE	1.05		8.10		9.53			6.41		4.56	4.28			1.39	10.13			7.25				766.6 765.6		TILLAMOOK JCT. 1.2
7 PE	1.08				f 9.55			f6.43		f4.59	4.30			f 1.41	f10.18			f7.27				767.8		NEWTON (Spur) 1.0
21	1.11				f 9.57			f6.45		f5.01	4.32			f 1.43	f10.20			f7.29				768.8		MATSON 0.7
	1.13				f 9.58			f6.46		f5.02	4.33			f 1.44	f10.21			f7.30				769.5		WITCH HAZEL (No Siding) 1.4
33 PE	**1.30**		**8.46**		s10.00		**7.12PM**	s6.50	**6.02PM**	s5.06	4.37	3.45PM		s 1.47	s10.25	**9.25AM**		s7.33	**6.36AM**	**5.51AM**		770.9	R	**REEDVILLE** 1.5
9 PE	1.35				f10.03		f 7.15	f6.54	f6.05	s5.10	4.41	f3.48		f 1.50	s10.28	f 9.28		s7.37	f6.39	f5.54		772.4		ALOHA 0.6
7 PE	1.40				f10.05		f 7.16	f6.55	f6.06	s5.12	4.42	f3.49		f **1.52**	s10.30	f **9.32**		s7.40	f6.41	f5.56		773.0		HUBER 1.1
4	1.45				f10.07		f 7.18	f6.57	f6.08	f5.15	4.45	f3.51		f 1.54	f10.32	f 9.34		f7.43	f6.43	f5.58		774.1		ST. MARYS (Spur) 1.3
18 PEI	1.50AM		9.05PM		s10.11		f 7.20PM	s**6.59**	s6.10PM	s5.20	s4.48PM	s**3.54**		s 1.58	s**10.38**	s 9.38		s**7.48**	s6.47	s6.02		775.4	DNR	**BEAVERTON** 2.1 (O. E. Crossing)
2					s10.15			s7.06		s5.25		s4.00		s 2.03	f10.43	s 9.43		s7.55	s6.52	s6.07		777.5		RALEIGH (Spur) 1.0
6 E					f10.17			f7.08		f5.27		f4.02		f 2.05	f10.45	f 9.45		f7.57	f6.54	f6.09		778.5		OLSEN (Spur) 0.3
6 PE					f10.18			f7.09		f5.28		f4.03		f 2.07	f10.46	f 9.46		f7.58	f6.55	f6.10		778.8		SHATTUCK (Spur) 0.6
					f			f		f		f		f	f	f		f	f	f		779.4		WOODROW (No Siding) 1.0
					f			f		f		f		f	f	f		f	f	f		780.4		DOSCH (No Siding) 0.5
21 PE					s10.23			s7.14		s**5.33**		s4.08		s 2.12	s10.51	s 9.51		s8.03	s7.02	s6.18		780.9		BERTHA 2.8
13 PE					f10.29			f7.22		f5.41		f4.14		f 2.18	f10.57	f 9.57		f8.09	f7.10	f6.26		783.7		BANCROFT 0.8
					f			f		f		f		f	f	f		f	f	f		784.5		HOOKER ST. (No Siding) 0.8
					s10.37			s7.30		s**5.50**		s4.21		s 2.25	s11.05	s**10.04**		s8.16	s**7.20**	s6.35		785.3		**4TH & JEFFERSON STS.** 0.5
					s10.40			s7.33		s5.54		s4.24		s 2.28	s11.08	s10.07		s8.19	s7.23	s6.38		785.8		**WASHINGTON ST.** (City Stn.) 0.2
					10.41			7.34		**5.56**		4.25		2.29	11.09	**10.08**		8.20	**7.24**	s**6.39AM**		786.0		**ANKENY ST.** 0.4
PE					s10.50PM			s7.45PM		s6.05PM		s4.35PM		s 2.40PM	s11.20AM	s**10.15AM**		s**8.30AM**	s**7.30AM**			786.4	DNR	**PORTLAND**
	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Saturday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(55.7)
	(5.20) 7.59	(0.15) 16.80	(2.35) 10.61	(0.25) 17.52	(1.15) 21.92	(0.14) 31.29	(0.08) 33.75	(2.15) 22 89	(0.08) 33.75	(2.37) 21.29	(0.23) 24.00	(0.50) 18.60	(0.16) 27.38	(2.10) 23.77	(2.50) 19.65	(0.50) 18.60	(0.16) 27.38	(2.15) 22.89	(0.54) 17.23	(0.48) 19.38	(0.05) 37.20			..................Time over District ....Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 110 is superior to No. 117. No. 118 is superior to No. 109.

See pages 10, 11 and 12 for additional trains between Portland and 4th and Jefferson Sts. All trains stop for passengers at Salmon, Burnside and Flanders Sts., Portland. All trains except 102 and 104 stop at College St., Portland, to discharge passengers.

ADDITIONAL FLAG STOPS—All trains North Range and Fir Sts., on Main St. West of 6th St., Fir and 6th Sts., and 10th St. (near City Park), Hillsboro; 3rd and 5th Sts. and 3rd Avenue, Forest Grove, 3rd and Miles Sts., Arrow, M. P. 776.4, Tobias M. P. 771.6; Teffer M. P. 756.2; Krono M. P. 746.5; Howe M. P. 739.5; Sight M. P. 737.4. No. 142 stops to discharge passengers from Tillamook Branch. Time of Steam Trains at Hillsboro apply at Steam Station. E—Electrified sidings.

JUNCTION CITY SUBDIVISION—West Side Branch

TOWARD SAN FRANCISCO

Westward

	Time Table No. 3 May 11, 1919	Distance from Portland	FIRST CLASS																	SECOND CLASS			
	STATIONS		119 Reedville Electric Arrive Daily Ex. Sunday	121 Reedville Electric Arrive Daily	101 West Side Electric Arrive Daily	351 East Side Electric Arrive Daily	123 Reedville Electric Arrive Daily	141 Tillamook Passenger Arrive Daily	107 McMinnville Electric Arrive Daily	125 Reedville Electric Arrive Daily	359 East Side Electric Arrive Daily	103 West Side Electric Arrive Daily	353 East Side Electric Arrive Daily	357 McMinnville Electric Arrive Daily	127 Reedville Electric Arrive Daily	105 McMinnville Electric Arrive Daily	129 Reedville Electric Arrive Daily	117 Forest Grove Electric Arrive Daily	109 McMinnville Electric Arrive Daily	233 Way Freight Arrive Daily Ex. Monday	275 Way Freight Arrive Daily Ex. Sunday	235 Way Freight Arrive Daily Ex. Sunday	231 Way Freight Arrive Daily Ex. Sunday
DR	**WHITESON**	55.7			s9.37AM	s9.47AM					s3.03PM	s5.57PM	s6.24PM									10.37AM	1.10PM
DR	4.2 **McMINNVILLE**	51.5			s9.30	s9.40			s12.10PM		s2.56	s5.50	s6.17	s7.30PM		s 8.00PM			s 1.25AM	7.50AM		10.20AM	12.50
R	3.1 **ST. JOSEPH**	48.4			s9.20	9.30AM			s12.02PM		2.47PM	s5.38	6.06PM	7.23PM		s 7.50			s 1.17	7.35			12.36PM
D	4.2 **CARLTON**	44.2			s9.12				s11.54AM			s5.30				s 7.42			s 1.08	6.29			
	1.7 BATAN (Spur)	42.5			f				f			f				f			f				
	1.7 YAMHILL	40.8			s9.05				s11.46			s5.17				s 7.34			s 1.01	5.25			
	2.4 COVE ORCHARD	38.4			s8.58				f11.41			s5.10				f 7.29			f12.56	5.05			
	2.7 WAPATO (Spur)	35.7			f8.53				f11.36			f5.05				f 7 24			f12.51	4.55			
D	2.4 GASTON	33.3			s8.48				s11.31			s5.00				s 7.19			s12.46	4.45			
	0.7 **PATTON**	32.6			s8.44				f11.29			s4.56				f 7.17			f12.45	4.30			
	1.1 SEGHERS (Spur)	31.5			f8.42				f11.27			s4.54				f 7.15			f12.43	4.25			
	2.0 DILLEY	29.5			s8.39				s11.23			s4.50				s 7.11			s12.40	4.15			
	0.9 DETOUR	27.9 28.6			8.37				11.20			4.48				7.08			12.38	4.05			
	0.3 RETLAW (No Siding)	28.3							f			f				f			f				
DR	0.9 **FOREST GROVE**	27.2 27.4			s8.35				s11.17			s4.45				s 7.05		s 9.20PM	s12.35		4.00AM		
	1.3 EDDY (No Siding)	26.1			f				f			f				f		f	f				
	0.5 OATCHING	25.6			8.27				f11.10			f4.38				f 6.58		f 9.12	f12.27	2.50	3.50		
	0.9 CORNELIUS	24.7			s8.25				s11.08			s4.35				s 6.56		s 9.10	s12.25	2.45	3.45		
	1.0 KILLGORE (No Siding)	23.7			f				f			f				f		f	f				
	0.9 JOBE	22.8			f8.20				f11.05			f4.28				f 6.53		f 9.07	f12.22				
	1.3 RANGE	20.5 21.5			8.17				11.02			4.24				6.50		9.04	12.19	2.35	3.35		
	0.6 (O. E. Crg.) MAIN STREET (T. Bch. Crg.)	20.9			s8.16				s11.00			s4.22				s 6.48		s 9.01	s12.16				
DNR	0.3 **HILLSBORO**	20.2 20.6			s8.15			s9.48AM	s10.59			s4.21				s 6.47		s 9.00	s12.15	2.30	3.30		
	0.8 (O.E. Crossing) TILLAMOOK JCT.	19.8			8.07			9.46	10.54			4.14				6.41		8.54	12.09	1.45	3.25		
	1.2 NEWTON (Spur)	18.6			f8.05			9.44	f10.52			f4.12				f 6.36		f 8.52	f12.07				
	1.0 MATSON	17.6			f8.03			9.42	f10.50			f4.10				f 6.34		f 8.50	f12.05				
	0.7 WITCH HAZEL (No Siding)	16.9			f8.01			9.40	f10.48			f4.09				f 6.32		f 8.48	f12.03				
R	1.4 **REEDVILLE**	15.5	s5.48AM	s 6.33AM	s7.59		s 9.20AM	f9.37	s10.46	s 1.55PM		s4.06			s6.00PM	s 6.29	s 7.09PM	s 8.46	s12.01AM	1.30	3.10		
	1.5 ALOHA	14.0	f5.45	f 6.30	s7.55		f 9.16	9.34	f10.43	f 1.53		s4.01			s5.56	s 6.26	s 7.06	f 8.43	f11.58PM				
	0.6 HUBER	13.4	f5.44	f 6.29	s7.54		f 9.15	9.32	f10.42	f 1.52		s4.00			s5.54	s 6.24	s 7.04	f 8.41	f11.56				
	1.1 ST. MARYS (Spur)	12.3	f5.42	f 6.27	f7.52		f 9.13	9.30	f10.40	f 1.48		f3.57			f5.51	s 6.22	f 7.01	f 8.39	f11.54				
DNR	1.3 **BEAVERTON**	11.0	5.40AM	6.25AM	s7.48		s 9.11	9.27AM	s10.38	s 1.46		s3.54			s5.49	s 6.20	s 6.59	s 8.37	s11.52	1.05AM	2.45AM		
	2.1 (O. E. Crossing) RALEIGH (Spur)	8.9			f7.43		f 9.05		s10.30	f 1.40		f3.48			s5.43	s 6.14	s 6.53	f 8.31	f11.46				
	1.0 OLSEN (Spur)	7.9			7.41		f 9.03		f10.28	f 1.38		f3.46			f5.41	f 6.12	f 6.51	f 8.29	f11.44				
	0.3 SHATTUCK (Spur)	7.6			f7.40		f 9.02		f10.27	f 1.37		f3.45			s5.40	s 6.11	f 6.50	f 8.28	f11.43				
	0.6 WOODROW (No Siding)	7.0					f		f	f		f			f	f	f	f	f				
	1.0 DOSCH (No Siding)	6.0			f		f		f	f		f			f	f	f	f	f				
	0.5 BERTHA	5.5			s7.36		f 8.57		s10.22	f 1.32		s3.39			s5.33	s 6.10	s 6.44	s 8.23	s11.38				
	2.8 BANCROFT	2.7			7.30		f 8.51		f10.16	f 1.26		f3.33			f5.23	f 6.01	f 6.36	f 8.17	f11.32				
	0.8 HOOKER ST. (No Siding)	1.9					f		f	f		f			f	f	f	f	f				
	0. **4TH & JEFFERSON STS.**	1.1			f7.23		f 8.43		f10.08	f 1.18		f3.24			f5.14	f 5.53	f 6.28	f 8.08	f11.23				
	0.5 **WASHINGTON ST.** (City Stn.)	0.6			s7.21		s 8.41		s10.06	s 1.16		s3.21			s5.11	s 5.51	s 6.26	s 8.06	s11.21				
	0.2 **ANKENY ST.**	0.4			7.18		8.38		10.03	1.13		3.18			5.08	5.48	6.23	8.03	11.18				
DNR	0.4 **PORTLAND**	0.0			7.15AM		8.35AM		10.00AM	1.10PM		3.15PM			5.05PM	5.45PM	6.20PM	8.00PM	11.15PM				
	(55.7)		Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	Time over District		(0.08)	(0.08)	(2.22)	(0.17)	(0.45)	(0.21)	(2.10)	(0.45)	(0.16)	(2.42)	(0.18)	(0.07)	(0.55)	(2.15)	(0.49)	(1.20)	(2.10)	(6.45)	(1.15)	(0.17)	(0.34)
	Average speed per hour		33.75	33.75	23.54	25.76	20.67	26.29	23.77	20.67	27.38	20.63	24.33	26.57	16.91	18.60	18.98	20.55	23.77	6.00	13.12	14.82	12.88

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 110 is superior to No. 117. No. 118 is superior to No. 109.

See pages 10, 11 and 12 for additional trains between Portland and 4th and Jefferson Sts. All trains stop for passengers at Flanders, Burnside and Salmon Sts., Portland.

ADDITIONAL FLAG STOPS: All trains 10th St. (near City Park), 6th and Fir Sts., on Main St. West of 6th and North Range and Fir Sts., Hillsboro; 3rd and 5th Sts. and 3rd Ave., Forest Grove, Tobias M. P. 771.6; Teffer M. P. 756.2; Krono M. P.746.5; Howe M. P 739.5; Sight M. P. 737.4, except No. 101, 3rd and Miles Sts., and Arrow M. P. 776.4. No. 141 stops to discharge passengers from east of Beaverton. Time of Steam Trains at Hillsboro apply at Steam Station.

JUNCTION CITY SUBDIVISION—West Side Branch

Eastward FROM SAN FRANCISCO | TOWARD SAN FRANCISCO Westward

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.	SECOND CLASS		FIRST CLASS				Distance from San Francisco		Time Table No. 3 May 11, 1919	Distance from Whiteson	FIRST CLASS				SECOND CLASS	
	274	232	360	352	414	354					351	413	359	353	273	231
	Way Freight	Way Freight	East Side Electric	East Side Electric	Eugene Passenger	East Side Electric					East Side Electric	Eugene Passenger	East Side Electric	East Side Electric	Way Freight	Way Freight
	Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday
	7.41AM				9.18AM		651.3	R	TRANSFER 4.6	79.4		s 3.15PM			2.39PM	
8	7.53				f 9.30		655.9		MALABON (Spur) 2.3	74.8		f 3.01			2.25	
28	8.10				s 9.36		658.2		ALVADORE 1.9	72.5		s 2.55			2.15	
3	8.17				f 9.41		660.1		GEORGETOWN (Spur) 2.5	70.6		f 2.49			2.10	
20	8.30				s 9.49		662.6		CHESHIRE 1.9	68.1		s 2.42			2.00	
17	8.35				s 9.56		664.5		BEAR CREEK 2.4	66.2		s 2.36			1.55	
15	8.42				f 10.02		666.9		FERGUSON 4.8	63.8		f 2.29			1.45	
20	9.19				s 10.15		671.7	D	MONROE 1.3	59.0		s 2.15			1.30	
25 Y	9.25AM 1.00PM				s 10.25		673.0	R	ALPINE JCT. 0.9	57.7		s 2.08			12.50PM 9.25AM	
W	1.03				f 10.27		673.9		STARR (No Siding) 0.9	56.8		f 2.05			9.22	
	1.06				f 10.29		674.8		BURNETT (Spur) 1.1	55.9		f 2.03			9.16	
5	1.09				f 10.32		675.9		BARCLAY (Spur) 0.9	54.8		f 2.01			9.13	
4	1.12				f 10.34		676.8		BRUCE (Spur) 0.8	53.9		f 1.59			9.10	
8	1.14				f 10.38		677.6		RECKARDS (Spur) 1.6	53.1		f 1.57			9.07	
	1.18				f 10.42		679.2		HUGHES (No Siding) 1.0	51.5		f 1.53			9.01	
6	1.21				f 10.44		680.2		BUCHANAN (Spur) 1.1	50.5		f 1.51			8.57	
37	1.25				f 10.46		681.3		GREENBERRY 3.3	49.4		f 1.49			8.53	
33	1.43				f 10.52		684.6		DRY CREEK 0.8	46.1		f 1.43			8.43	
	1.46				f 10.54		685.4		PHEASANT (No Siding) 1.5	45.3		f 1.41			8.40	
50	1.54				f 10.57		686.9		AVERY 2.0	43.8		f 1.38			8.35	
Yard PEWFY	2.10PM	7.00AM	5.05PM	1.35PM	s 11.05AM	6.45AM	688.9	DR	CORVALLIS 1.0	41.8	s 11.20AM	1.30PM	s 4.35PM	s 7.55PM	8.30AM	5.00PM
PE		7.08	s 5.10	s 1.40		s 6.50	689.9	R	CORVALLIS JCT. 3.8 (Yaquina Bch. Csg.)	40.8	s 11.15		s 4.30	s 7.50		4.52
5 E		7.18	f 5.16	f 1.47		f 6.56	693.7		LEWISBURG (Spur) 2.5	37.0	f 11.02		f 4.21	f 7.41		4.40
5 EW		7.25	f 5.20	f 1.53		f 7.01	696.2		CALLOWAY (Spur) 2.7	34.5	f 10.57		f 4.16	f 7.36		4.30
23 PE		7.32	f 5.25	s 1.58		s 7.06	698.9		WELLSDALE 3.1	31.8	s 10.52		f 4.11	s 7.31		4.11
23 PE		7.42	f 5.30	s 2.04		s 7.12	702.0		SUVER 2.0	28.7	s 10.47		f 4.06	s 7.26		3.45
20 PE		7.49	f 5.34	s 2.09		s 7.17	704.0		PARKER 3.0	26.7	s 10.43		f 4.02	s 7.22		3.35
							707.0		WIGRICH JCT. (Spur) 2.3	23.7						
20 PE		8.05	s 5.43	s 2.25		s 7.30	709.3	D	INDEPENDENCE 5.0	21.4	s 10.33		s 3.51	s 7.12		3.15
PYE		8.17	s 5.55	s 2.40		s 7.45	714.3	R	GERLINGER 0.7 (F. C. Bch. Csg.)	16.4	s 10.20		s 3.40	s 7.00		2.55
22 PEW		8.20	f 5.56	s 2.42		s 7.47	715.0		DERRY 3.4	15.7	s 10.14		f 3.33	s 6.53		2.42
10 E		8.28	f 6.01	f 2.48		f 7.52	718.4		CROWLEY (Spur) 4.4	12.3	f 10.09		f 3.26	f 6.47		2.05
22 PE		8.50	f 6.08	s 2.58		s 8.00	722.8		McCOY 5.3	7.9	s 10.03		f 3.18	s 6.41		1.50
32 PE		9.20	s 6.17	s 3.09		s 8.09	728.1		AMITY 2.6	2.6	s 9.55		s 3.09	s 6.33		1.30
16 PWYE		9.30AM	s 6.22PM	s 3.15PM		s 8.15AM	730.7	DR	WHITESON	0.0	9.50AM		3.04PM	6.28PM		1.15PM
	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(79.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday
	(2.54)	(2.30)	(1.17)	(1.40)	(1.47)	(1.30)			Time over District		(1.30)	(1.45)	(1.31)	(1.27)	(2.44)	(3.45)
	12.97	16.36	32.57	25.08	21.08	27.87			Average speed per hour		27.87	21.49	27.56	29.17	13.76	11.15

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 414 is superior to No. 413.

See page 8 for additional trains between Corvallis and Corvallis Jct.

ADDITIONAL FLAG STOPS.—Adkins, M. P. 659.6; Buttes, M. P. 679.5; Ledford, M. P. 705.7; Baxter 726.0.

No. 273 and 274 will carry passengers.

JUNCTION CITY SUBDIVISION—Falls City Branch

Eastward FROM SAN FRANCISCO — TOWARD SAN FRANCISCO Westward

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations	SECOND CLASS	FIRST CLASS							Time Table No. 3 May 11, 1919		FIRST CLASS						SECOND CLASS
	240 Way Freight	172 Motor	170 Motor	168 Motor	166 Motor	164 Motor	162 Motor	Distance from San Francisco		STATIONS	Distance from Salem	161 Motor	163 Motor	165 Motor	167 Motor	169 Motor	171 Motor	239 Way Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
								747.1		**WYE**	28.9							
25 WP	11.55AM					9.05AM		746.8	DR	0.3 **BLACK ROCK**	28.6	s 8.55AM						11.05AM
5								746.0		0.8 CAMP 2	27.8							
25 YP	12.15PM		4.55PM		s 11.25AM	s 9.20		743.0	DR	3.0 **FALLS CITY**	24.8	s 8.40	s 11.15AM		s 4.35PM			10.45
			f		f	f		742.0		1.0 CAREY (No Siding)	23.8	f	f		f			
Y	12.25		f 5.02		f 11.32	f 9.27		740.5		1.5 BUMAN (Spur)	22.3	f 8.32	f 11.07		f 4.27			10.35
2	12.26		f 5.03		f 11.33	f 9.28		740.2		0.3 BRIDGEPORT (Spur)	22.0	f 8.31	f 11.06		f 4.26			10.34
8	12.29		f 5.06		f 11.36	f 9.31		739.2		1.0 FERNS (Spur)	21.0	f 8.28	f 11.03		f 4.23			10.30
14 P	12.30		f 5.07		f 11.37	f 9.32		738.8		0.4 GILLIAMS	20.6	f 8.27	f 11.02		f 4.22			10.28
7	12.33		f 5.09		f 11.39	f 9.34		737.9		0.9 TEATS (Spur)	19.7	f 8.25	f 11.00		f 4.20			10.25
			f		f	f		737.1		0.8 GUTHRIE (No Siding)	18.9	f	f		f			
Yard WFYP	1.00	6.40PM	s 5.35	3.20PM	s 11.59AM 2.20PM	s 10.00	7.25AM	733.9	DR	3.2 **DALLAS**	15.7	s 8.10	s 10.45	s 3.00PM	s 4.05	s 6.20PM	s 7.20PM	10.10 6.10
	1.10	f 6.47	f 5.42	f 3.27	f 2.27	f 10.07	f 7.32	731.1		2.8 (Airlie Bch. Csg.) BOWERSVILLE (No Siding)	12.9	f 7.52	f 10.27	f 2.47	f 3.47	f 6.02	f 7.07	5.57
3	1.15	f 6.50	f 5.45	f 3.30	f 2.30	f 10.10	f 7.35	729.7		1.4 NESBIT (Spur)	11.5	f 7.49	f 10.24	f 2.44	f 3.44	f 5.59	f 7.04	5.53
YP	1.18	s 7.00	s 5.50PM	s 3.35PM	s 2.40	s 10.20	s 7.45	728.9	R	0.8 **GERLINGER**	10.7	s 7.45	s 10.20	s 2.40	s 3.40PM	5.55PM	s 7.00	5.51
37	1.20	f 7.03			f 2.43	f 10.23	f 7.48	728.5		0.4 (W. S. Bch. Csg.) THIELSEN	10.3	f 7.34	f 10.09	f 2.29			f 6.49	5.49
2	1.25	f 7.06			f 2.46	f 10.26	f 7.51	727.1		1.4 GREENWOOD (Spur)	8.9	f 7.30	f 10.05	f 2.25			f 6.45	5.41
2	1.30	f 7.09			f 2.49	f 10.29	f 7.54	725.6		1.5 McNARY (Spur)	7.4	f 7.27	f 10.01	f 2.22			f 6.42	5.37
6	1.33	f 7.11			f 2.51	f 10.31	f 7.56	724.7		0.9 HOSFORD (Spur)	6.5	f 7.25	f 9.59	f 2.20			f 6.40	5.34
2	1.34	f 7.12			2.52	10.32	7.57	724.4		0.3 BROPHY (Spur)	6.2	7.24	9.58	2.19			6.39	5.33
2 W	1.36	f 7.13			f 2.53	f 10.33	f 7.58	723.9		0.5 EOLA (Spur)	5.7	f 7.23	f 9.57	f 2.18			f 6.38	5.31
20 P	1.40	f 7.16			f 2.56	f 10.36	f 8.01	722.6		1.3 WINONA	4.4	f 7.20	f 9.53	f 2.15			f 6.35	5.27
	1.46	f 7.21			f 3.01	f 10.41	f 8.06	720.9		1.7 KINGWOOD PARK (No Sid'g)	2.7	f 7.17	f 9.48	f 2.12			f 6.32	5.22
	1.48	f 7.22			f 3.02	f 10.42	f 8.07	720.6		0.3 WEST SALEM (No Siding)	2.4	f 7.15	f 9.47	f 2.10			f 6.30	5.20
12	2.08	f			f	f	f	720.2		0.4 PINCKNEY	2.0	f	f	f 2.08			f	
								719.7		0.5 O. E. CROSSING	1.5							
		s 7.27			s 3.07	s 10.47	s 8.12	719.6		0.1 COMMERCIAL STREET	1.4	s 7.10	s 9.41	s 2.05			s 6.25	
								719.4		0.2 O. E. CROSSING	1.2							
		f 7.34			f 3.14	f 10.54	f 8.19	718.8		0.6 LEMROCK	0.6	f 7.03	f 9.31	f 1.58			f 6.18	
Yard WYOP	2.30PM	s 7.40PM			s 3.20PM	s 11.00AM	s 8.25AM	718.2	DNR	0.6 **SALEM**	0.0	7.00AM	9.28AM	1.55PM			6.15PM	4.50AM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			28.9		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(2.35) 11.07	(1.00) 15.70	(0.55) 15.38	(0.15) 20.00	(1.34) 15.83	(1.55) 14.88	(1.00) 15.70			........Time over District........ ....Average speed per hour........		(1.55) 14.88	(1.47) 16.14	(1.05) 14.49	(0.55) 15.38	(0.25) 12.00	(1.05) 14.49	(2.15) 12.71

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Eastward first class trains are superior to Westward first class trains between Dallas and Gerlinger. No. 162 is superior to No. 163. No. 164 is superior to No. 165. Main Line first class trains are superior to Falls City Branch first class trains. Falls City Branch first class trains may run ahead of delayed main line first class trains between Salem and Lemrock without an order to do so. ADDITIONAL FLAG STOPS: Knowles Crossing, M.P. 728.3; Lees Farm, M. P. 736.8.

JUNCTION CITY SUBDIVISION

FROM SAN FRANCISCO—Alpine Branch — TOWARD SAN FRANCISCO

Capacity of Passing Sidings in Cars and location of scales, water, fuel and turning stations.	SECOND CLASS				Time Table No. 3 May 11, 1919			SECOND CLASS	
	186 Mixed	184 Mixed	182 Mixed	Distance from San Francisco		STATIONS	Distance from Alpine Jct.	181 Mixed	183 Mixed
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
12				678.8		GLENBROOK	5.8		
12		11.00AM	10.00AM	676.2	DR	2.6 **ALPINE**	3.2	s 9.50AM	s 10.40AM
8 W	12.28PM	s 11.05AM	s 10.05	675.0	R	1.2 **BAILEY JCT.** (Spur)	2.0	s 9.45	s 10.35
25 Y	s 12.43PM		s 10.15AM	673.0	R	2.0 **ALPINE JCT.**	0.0	9.35AM	10.25AM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(5.8)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(0.15) 8.00	(0.05) 14.40	(0.15) 12.80			........Time over District........ ....Average speed per hour........		(0.15) 12.80	(0.15) 12.80

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).
Exceptions: No. 182 is superior to No. 183.

FROM SAN FRANCISCO—Bellfountain Branch — TOWARD SAN FRANCISCO

SECOND CLASS			Time Table No. 3 May 11, 1919		SECOND CLASS	
186 Mixed	Distance from San Francisco		STATIONS	Distance from Bailey Jct.	185 Mixed	Capacity of Passing Sidings in Cars and location of scales, water, fuel and turning stations.
Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday	
11.50AM	679.9	R	**DAWSON** (No. Siding)	4.9	s 11.27AM	
	678.1		1.8 CEBU (Spur)	3.1		6
f 12.12PM	677.0		1.1 BELLFOUNTAIN (Spur)	2.0	s 11.15	5
s 12.27PM	675.0	R	2.0 **BAILEY JCT.** (Spur)	0.0	11.06AM	8 W
Arrive Daily Ex. Sunday			(4.9)		Leave Daily Ex. Sunday	
(0.37) 7.95			........Time over District........ ....Average speed per hour........		(0.21) 14.00	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

MARSHFIELD SUBDIVISION—Coos Bay Line

Eastward FROM SAN FRANCISCO

TOWARD SAN FRANCISCO Westward

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.	SECOND CLASS		FIRST CLASS		Distance from Eugene		Time Table No. 3 May 11, 1919	Distance from San Francisco	FIRST CLASS		SECOND CLASS	
	274	252	414	502					501	413	273	251
	Way Freight	Way Freight	Eugene Passenger	Passenger					Passenger	Eugene Passenger	Way Freight	Freight
	Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday
Yard WFP			9.05AM	7.45AM	0.0	DNR	**EUGENE** 1.1	647.3	s 2.45PM	s 3.30PM		
30 WFYP	7.30AM	6.30AM	9.09	7.49	1.1	R	BLAIR 0.9	648.4	2.41	3.26	2.50PM	3.20PM
					2.0		O. E. CROSSING 1.0	649.3				
23					3.0		MAYARD 0.9	650.3				
P	7.40AM	6.40	s 9.17AM	s 7.57	3.9	R	**TRANSFER** 0.4	651.2	s 2.27	3.16PM	2.40PM	3.00
66		6.42		7.58	4.3		DANEBO 4.3	651.6	2.26			2.58
13				8.07	8.6		JETSON (Spur) 1.6	655.9	2.13			
		7.10		f 8.10	10.2		CROW (Spur) 3.0	657.5	f 2.10			
40 P		7.25		s 8.16	13.2		VENETA 2.5	660.5	s 2.02			2.38
12		7.35		f 8.21	15.7		ELRUS (Spur) 1.3	663.0	f 1.56			2.28
7				f	17.0		SAILOR (Spur) 1.0	664.3	f			
40 WP		7.45		s 8.28	18.0	D	NOTI 3.0	665.3	s 1.50			2.20
5		7.56		f 8.34	21.0		VAUGHN (Spur) 3.2	668.3	f 1.42			
20		8.08		f 8.40	24.2		FLAGG 2.6	671.5	f 1.34			2.00
4		8.16		f 8.45	26.8		CRAM (Spur) 1.8	674.1	f 1.27			1.52
32 WP		8.22		s 8.50	28.6		WALTON 6.2	675.9	s 1.23			1.46
				f	34.8		AUSTA (No Siding) 2.9	682.1	f			
66 P		**9.14**		f **9.14**	37.7		RICHARDSON 4.6	685.0	f **1.02**			**1.02**
				f 9.25	42.3		BEECHER (No Siding) 4.2	689.6	f			
52 WP		9.51		s 9.34	46.5		NEKOMA 3.3	693.8	s 12.40			12.20
66		10.01		s 9.41	49.8		SWISSHOME 3.5	697.1	s 12.31			12.05PM
16		10.12		f 9.48	53.3		RAINROCK 4.7	700.6	f 12.21			11.50AM
63 P		10.27		s 9.59	58.0		MAPLETON 5.0	705.3	s 12.11PM			11.30
8		10.42		f 10.09	63.0		BECK 2.1	710.3	f 11.59AM			11.12
5		10.49		f 10.13	65.1		BETZEN (Spur) 2.6	712.4	f 11.54			11.05
66 W		**10.57**		f 10.18	67.7		WENDSON 1.3	715.0	f 11.48			**10.57**
9 P		11.01		s 10.30	69.0	D	CUSHMAN 1.7	716.3	s 11.45			10.45
24 P		**11.32**		f **10.37**	70.7		SIBOCO 3.3	718.0	f **11.32**			**10.37**
26 W		11.43		f 10.47	74.0		CANARY (Spur) 3.7	721.3	f 11.25			10.22
15		11 55AM		s 10.58	77.7		LANE 2.2	725.0	s 11.18			10.10
12		12.02PM		s 11.05	79.9		ADA (Spur) 1.1	727.2	s 11.13			10.00
45 P		12.10		f **11.10**	81.0		BOOTH 4.5	728.3	f **11.10**			9.55
4		12.30		f 11.22	85.5		KROLL (Spur) 2.2	732.8	f 10.57			9.40
18 W		12.45		11.29	87.7		BRENHAM 3.8	735.0	10.51			9.32
45 TP		1.20		s 11.32	91.5		GARDINER 1.3	738.8	s 10.43			9.20
15 P		1.27PM		s 11.45AM	92.8	D	REEDSPORT	740.1	10.35AM			9.10AM
	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	—		(92.8)		Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday
	(0.10)	(6.57)	(0.12)	(4.00)			Time over District		(4.10)	(0.14)	(0.10)	(6.10)
	16.80	13.19	19.50	23.20			Average speed per hour		22.27	16.71	16.80	15.04

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72.)

ADDITIONAL FLAG STOPS: Nos. 501 and 502 will stop on flag at M. P. 684.0, Windsor, M. P. 680.3. Shannon M. P. 676.6.

Nos. 273 and 274 Will Carry Passengers.

MARSHFIELD SUBDIVISION—Coos Bay Line

Eastward FROM SAN FRANCISCO — TOWARD SAN FRANCISCO Westward

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations	SECOND CLASS	FIRST CLASS						FIRST CLASS		SECOND CLASS
	252 Freight Leave Daily Ex. Sunday	502 Passenger Leave Daily	504 Mixed Leave Daily	Distance from Eugene		Time Table No. 3 May 11, 1919 STATIONS	Distance from San Francisco	501 Passenger Arrive Daily	503 Mixed Arrive Daily	251 Freight Arrive Daily Ex. Sunday
15 P	1.40PM	11.50AM		92.8	D	REEDSPORT	740.1	s 10.30AM		8.34AM
		f 11.58AM		96.9		4.1 SCHOOL (No Siding)	744.2	f 10.23		
35	2.00	f 12.01PM		97.9		1.0 THARP	745.2	f 10.21		8.15
	2.20	f 12.09		101.7		3.8 BUFO (Spur)	749.0	f 10.13		7.58
65 WP	2.35	s 12.19		104.8		3.1 LAKESIDE	752.1	s 10.06		7.45
	2.55	f 12.30		110.0		5.2 BUTTERFIELD	757.3	f 9.54		7.28
15	3.05	s 12.35		112.0		2.0 HAUSER (No Siding)	759.3	s 9.51		7.18
65 P	3.20	f 12.43		115.7		3.7 COOS	763.0	f 9.43		7.03
64 OP	3.45	s 12.55		118.3	D	2.6 NORTH BEND	765.6	s 9.33		6.50
		s 1.05	7.50AM	121.1	R	2.8 CENTRAL AVENUE (No Siding)	768.4	s 9.20	s 5.30PM	
Yard WYFP	4.05PM	s 1.20	s 7.55	121.6	DR	0.5 **MARSHFIELD**	768.9	s 9.13	5.28	6.30AM
P				122.6	R	1.0 MILL SPUR	769.9			
21		1.25	8.02	123.2		0.6 McCORMAC	770.5	8.55	5.18	
60 P		f 1.45	f **8.35**	131.2		8.0 OVERLAND	778.5	f **8.35**	f 4.46	
TP		s 1.52	s 8.44	133.5		2.3 **BEAVER HILL JCT.** (Spur)	780.8	s 8.26	s 4.36	
28		2.03	f 9.00	137.2		3.7 CEDAR POINT	784.5	f 8.14	f 4.20	
24		2.04	9.01	137.7		0.5 CUNNINGHAM	785.0	8.13	4.19	
11 WP		s 2.10	s 9.05	138.5	D	0.8 COQUILLE	785.8	s 8.10	s 4.15	
P		f 2.17	f 9.17	141.3		2.8 JOHNSON (No Siding)	788.6	f 7.57	f 3.56	
7		2.22	9.25	143.3		2.0 MINEOLA	790.6	7.51	3.48	
		f 2.25	f 9.30	144.5		1.2 NORWAY (No Siding)	791.8	f 7.48	f 3.42	
26 TP		s 2.35	s 9.50	147.4	D	2.9 **MYRTLE POINT**	794.7	s 7.40	s 3.30	
		f 2.48	f 10.10	152.4		5.0 BROADBENT (Spur)	799.7	f 7.23	f 3.05	
60 P		f **2.55**	f 10.20	154.8		2.4 WARNER	802.1	f 7.16	f **2.55**	
P				156.0		1.2 EMMONS (Spur)	803.3			
60 P		f 3 15	f 10.44	160.3		4.3 GAYLORD	807.6	f 7.00	f 2.27	
WP		f 3.24	f 10.55	163.0		2.7 BAKER	810.3	f 6.53	f 2.15	
Yard WTP		s 3.35PM	s 11.10AM	166.1	DR	3.1 **POWERS**	813.4	6.45AM	2.00PM	
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			(73.3)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(2.25)	(3.45)	(3.20)			Time over District		(3.45)	(3.30)	(2.04)
	11.92	19.54	13.50			Average speed per hour		19.54	12.86	13.94

Westward trains are superior to trains of the same class in the opposite direction, (see Rule 72). Exceptions: No. 504 is superior to No. 503.

ADDITIONAL FLAG STOPS: Nos. 501 and 502 will stop on flag at Saunders Lake, M. P. 756.2; Nos. 501, 502, 503 and 504 will stop on flag at Millington M. P. 770.7; Hayden M. P. 773.6; Davis Slough M. P. 775; Delmar M. P. 777.1; Coaledo M. P. 779.6; Carman M. P. 805.8.

JUNCTION CITY SUBDIVISION—Tillamook Branch

Eastward FROM SAN FRANCISCO | TOWARD SAN FRANCISCO Westward

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations	SECOND CLASS		FIRST CLASS			Distance from San Francisco			Time Table No. 3 May 11, 1919	Distance from Hillsboro	FIRST CLASS			SECOND CLASS	
	254 Way Freight	238 Way Freight	142 Tillamook Passenger	152 Motor	150 Motor				STATIONS		141 Tillamook Passenger	151 Motor	149 Motor	237 Way Freight	253 Way Freight
	Leave Daily Ex. Saturday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Saturday
Yard WYFP	8.45PM		10.30AM			855.8	DR		**TILLAMOOK**	90.8	s 3.45PM				7.15PM
7	9.00		f 10.41			851.6		4.2	IDAVILLE (Spur)	86.6	f 3.30				6.55
12	9.15		s 10.46			849.9	D	1.7	BAY CITY (Spur)	84.9	s 3.25				6.45
26 W	9.35		f 10.57			846.4		3.5	MIAMI	81.4	f 3.14				6.20
2	9.40		s 11.02			845.2		1.2	GARIBALDI (Spur)	80.2	s 3.10				6.10
17	9.45		s 11.07			843.8		1.4	BARVIEW	78.8	s 3.05				6.00
			f 11.13			841.8		2.0	OCEANLAKE (No Siding)	76.8	f 2.59				
	10.00		s 11.15			841.2		0.6	SALTAIR (No Siding)	76.2	s 2.57				5.45
2	10.05		s 11.18			840.7	D	0.5	ROCKAWAY (Spur)	75.7	s 2.55				5.40
16	10.10		f 11.20			840.2		0.5	LAKE LYTLE	75.2	f 2.53				5.35
2	10.15		s 11.22			839.3		0.9	MANHATTAN BEACH	74.3	s 2.51				5.30
9			f			838.6		0.7	HADDON (Spur)	73.6	f				
30	10.25		f 11.28			837.1		1.5	JETTY	72.1	f 2.45				5.20
17 P	10.45		s 11.30			836.5		0.6	BRIGHTON	71.5	s 2.43				5.15
75 WP	11.00PM	8.30AM	¶ 11.40 11.50			833.6	DR	2.9	**WHEELER**	68.6	¶ 2.32 2.22			1.30PM	5.00PM
13 T		8.45	s 11.58AM			831.2		2.4	MOHLER	66.2	s 2.12			1.10	
12		9.00	f 12.06PM			828.4		2.8	KNUDSON (Spur)	63.4	f 2.04			12.35	
27		9.20	f **12.14**			825.1		3.3	BATTERSON	60.1	f 1.56			**12.14PM**	
		9.50	f 12.32			819.8		5.3	RECTOR (Spur)	54.8	f 1.39			11.40AM	
38		10.10	f 12.49			815.7		4.1	SALMONBERRY	50.7	f 1.26			11.20	
22		10.30	f 1.03			812.3		3.4	PRESTON	47.3	f 1.15			11.05	
25 WTP		**11.00**	s **1.10**			811.0	D	1.3	ENRIGHT	46.0	s **1.10**			**11.00**	
10		11.20	f 1.30			807.0		4.0	BELDING	42.0	f 12.51			10.35	
19 P		11.30AM	f 1.40			805.1		1.9	MAYO	40.1	f 12.42			10.25	
47 WTPF		**12.20PM**	s 2.10			800.0	D	5.1	COCHRAN	35.0	s **12.20**			10.00	
12			f 2.15			798.6		1.4	RELIANCE	33.6	f 12.11				
40		12.40	f 2.23			796.8		1.8	WEDEBURG	31.8	f 12.02PM			9.30	
25		12.55	s 2.33			794.3		2.5	WESTIMBER (Spur)	29.2	s 11.50AM			9.15	
33 WPF		1.15	s 2.40		8.15AM	793.1	DNR	1.2	**TIMBER**	28.1	s 11.45		s 6.30PM	9.10	
Y		1.25	f 2.45		f 8.20	791.6		1.5	CASTOR CREEK	26.6	f 11.35		f 6.22	8.55	
6 P		1.40	f 2.54		f 8.27	789.2		2.4	WALCOTT (Spur)	24.2	f 11.26		f 6.08	8.45	
41		1.45	s 2.57		f **8.30**	788.5		0.7	STRASSEL	23.5	s 11.23		f 6.05	**8.30**	
25 P		2.05	s 3.13		s 8.43	784.9		3.6	SCOFIELD (Spur)	19.9	s 11.05		s 5.40	8.05	
		2.25	f 3.24		f 8.54	782.0		2.9	HARES (Spur)	17.0	f 10.52		f 5.19	7.45	
30 WYP		2.35	s 3.30	12.45PM	s 8.58	781.2	DR	0.8	**BUXTON**	16.2	s 10.49	s 12.30PM	s 5.15	7.40	
20		2.45	s 3.36	f 12.51	f 9.04	778.9		2.3	MANNING (Spur)	13.9	s 10.39	f 12.24	f 5.06	7.30	
4		2.48	f 3.38	f 12.53	f 9.06	778.3		0.6	CARSTENS (Spur)	13.3	f 10.37	f 12.22	f 5.04	7.27	
3		2.56	f 3.43	f 12.58	f 9.11	776.5		1.8	DAVIES (Spur)	11.5	f 10.32	f 12.17	f 4.58	7.19	
38		3.05	s 3.50	s 1.03	s 9.18	774.7	D	1.8	BANKS	9.7	s 10.27	s 12.12	s 4.52	7.11	
7		3.15	s 3.56	f 1.08	f 9.24	772.5		2.2	ROY (Spur)	7.5	s 10.20	f 12.07	f 4.45	7.03	
20		3.30	f 4.02	f 1.14	f 9.30	770.2		2.3	SCHEFFLIN	5.2	f 10.13	f 12.01PM	f 4.37	6.55	
3		3.35	f 4.05	f 1.18	f 9.33	769.1		1.1	BAGLEY (Spur)	4.1	f 10.10	f 11.57AM	f 4.34	6.50	
25			s **4.15**	s 1.27	s 9.44	765.5		3.6	MAIN STREET	0.5	s 10.00	s 11.48	s 4.25 **4.15**		
						765.4		0.1	O. E. CROSSING (W S Bch Cg)	0.4					
Yard WYPF		3.50PM	s 4.20PM	s 1.30PM	s **9.50AM**	765.0	DNR	0.4	**HILLSBORO**	0.0	9.53AM	11.45AM	4.10PM	6.30AM	
	Arrive Daily Ex. Saturday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily				(90.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Saturday
	(2.15)	(7.20)	(5.50)	(0.45)	(1.35)				Time over District		(5.52)	(0.45)	(2.20)	(7.00)	(2.15)
	9.88	9.30	15.54	21.60	17.75				Average speed per hour		15.47	21.60	12.97	9.80	9.88

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). No. 150 is superior to No. 151. No. 152 is superior to No. 149.

ADDITIONAL FLAG STOPS: Nos. 149, 150, 151 and 152, Lowick, M. P. 767.8; Nos. 141, 142, 149 and 150, Wirfs, M. P. 783.8: Fashion, M. P. 787.2, and Hulbert, M. P. 792.5; Nos. 141 and 142, Wakefield, M. P. 818.9; Maples, M. P. 821.1; Nehalem Falls, M. P. 822.5; Lynbrook, M. P., 826.7; Foley, M. P. 829.8; Watseco, M. P. 842.4; Hobsonville, M. P. 847.9 and Juno, M. P. 852.9. All trains stop at Hall St., Wheeler.

JUNCTION CITY SUBDIVISION—Airlie Branch

Eastward	FROM SAN FRANCISCO								Time Table No. 3 May 11, 1919		TOWARD SAN FRANCISCO				Westward	
	SECOND CLASS		FIRST CLASS								FIRST CLASS				SECOND CLASS	
Capacity of Passing Sidings in cars and location of Scales, Water, Fuel and Turning Stations	236 Way Freight Leave Daily Ex. Sunday	212 Way Freight Leave Daily Ex. Sunday	382 Passenger Leave Daily	384 Motor Leave Daily	378 Passenger Leave Daily	104 Willamina Passenger Leave Daily	Distance from San Francisco		STATIONS	Distance from Whiteson	377 Passenger Arrive Daily	383 Motor Arrive Daily	381 Passenger Arrive Daily	103 Willamina Passenger Arrive Daily	211 Way Freight Arrive Daily Ex. Sunday	235 Way Freight Arrive Daily Ex. Sunday
10 T		8.30AM		1.15PM			766.8	R	**AIRLIE**	36.1		s 1.05PM			8.00AM	
20				f 1.21			765.4		1.4 **CRISP**	34.7		f 12.59				
3		8.39		f 1.26			764.1		1.3 SIMPSON (Spur)	33.4		f 12.54			7.50	
							763.7		0.4 V. & S. CROSSING	33.0						
				f			763.1		0.6 PUTNAM (No Siding)	32.4		f				
7		8.49		f 1.36			761.3		1.8 LUCKIAMUTE (Spur)	30.6		f 12.44			7.40	
9		9.05		s 1.50			757.5	D	3.8 MONMOUTH	26.8		s 12.30			7.25	
				f 2.00			754.6		2.9 MULKEY (No Siding)	23.9		f 12.20				
				f 2.02			753.9		0.7 SUPERIOR (No Siding)	23.2		f 12.18				
							750.8		3.1 F. C. BRANCH CROSSING	20.1						
26 WY	5.00PM	9.30AM		s 2.15PM			750.4	DR	0.4 **DALLAS**	19.7		12.05PM			7.00AM	3.45PM
9	5.15						747.2		3.2 POLK	16.5						3.30
16	5.27						744.4		2.8 SMITHFIELD	13.7						3.15
12	5.45		2.34PM		10.22AM		739.9	R	4.5 **PERRYDALE**	9.2	s 10.18AM		s 2.30PM			2.55
Y	5.55		s 2.41		s 10.31AM	7.56AM	737.7	R	2.2 **BROADMEAD**	7.0	s 10.13		2.21PM	s 6.51PM		2.46PM 11.20AM
7	6.00		f 2.42			f 7.57	737.2		0.5 WINCH (Spur)	6.5	f 10.09			f 6.48		11.15
4	6.10		f 2.47			f 8.02	735.1		2.1 HARRISON (Spur)	4.4	f 10.04			f 6.43		11.05
22	6.40		f 2.49			f 8.04	734.3		0.8 BRIEDWELL	3.6	f 10.01			f 6.40		11.00
4	6.50		f 2.55			f 8.10	732.0		2.3 HOLMES (Spur)	1.3	f 9.54			f 6.34		10.50
16 WYE	6.55PM		s 3.00PM			s 8.15AM	730.7	DR	1.3 **WHITESON**	0.0	9.50AM			6.30PM		10.45AM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(36.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(1.55) 10.28	(1.00) 16.40	(0.26) 21.23	(1.00) 16.40	(0.09) 14.67	(0.19) 22.11			....................Time over District.................... ....Average speed per hour....................		(0.28) 19.71	(1.00) 16.40	(0.09) 14.67	(0.21) 20.00	(1.00) 16.40	(1.34) 12.57

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

ADDITIONAL FLAG STOPS: Road Crossing 752.4; Road Crossing 759.5. E—Electrified sidings.

Nos. 211, 212, 235 and 236 will carry passengers.

JUNCTION CITY SUBDIVISION—Willamina Branch

Eastward	FROM SAN FRANCISCO				Time Table No. 3 May 11, 1919		TOWARD SAN FRANCISCO		Westward
	SECOND CLASS	FIRST CLASS					FIRST CLASS		SECOND CLASS
Capacity of Passing Sidings in cars and location of scales, water, fuel, telephone and turning stations.	250 Way Freight Leave Daily Ex. Sunday	380 Passenger Leave Daily	104 Willamina Passenger Leave Daily	Distance from San Francisco	STATIONS	Distance from Broadmead	379 Passenger Arrive Daily	103 Willamina Passenger Arrive Daily	249 Way Freight Arrive Daily Ex. Sunday
Yard WY	1.00PM	1.40PM	7.15AM	749.3	DR **WILLAMINA**	11.6	s 11.15AM	s 7.35PM	12.25PM
		f	f	747.4	1.9 RIVERSIDE (No Siding)	9.7	f	f	
3		f 1.50	f 7.25	746.3	1.1 SHIPLEY (Spur)	8.6	f 11.02	f 7.22	
21	1.25	s 2.00	s 7.33	744.7	D 1.6 SHERIDAN	7.0	s 10.57	s 7.17	12.05PM
2		f	f	742.1	2.6 WABASH (Spur)	4.4	f	f	
15	1.55	s 2.13	s 7.45	740.5	1.6 BALLSTON	2.8	s 10.43	s 7.00	11.35AM
6		f	f	738.9	1.6 TUCKER (Spur)	1.2	f	f	
5 Y	2.05PM	s 2.20PM	s 7.55AM	737.7	R 1.2 **BROADMEAD**	0.0	10.34AM	6.52PM	11.25AM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily		11.6		Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(1.05) 10.71	(0.40) 17.40	(0.40) 17.40		....................Time over District.................... ....Average speed per hour....................		(0.41) 16.98	(0.43) 16.19	(1.00) 11.60

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

ADDITIONAL FLAG STOPS: Brown's Crossing 748.4.

Nos. 249 and 250 will carry passgeners.

JUNCTION CITY SUBDIVISION—Woodburn Springfield Branch

Eastward

FROM SAN FRANCISCO

Time Table No. 3

May 11, 1919

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, and Turning Stations.	SECOND CLASS				FIRST CLASS							Distance from San Francisco			
	98	86	242	248	84	74	64	90	82	62	66				
	Mixed	Mixed	Way Freight	Way Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				
	Leave Tues., Thurs., & Sat	Leave Mon., Wed., & Fri	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS
27 WFOY	11.45AM											645.0	DR		SPRINGFIELD
												645.1		0.1	E.-S. CROSSING
11	f 11.57AM											648.9		3.8	ARMITAGE (Spur)
15	s 12.10PM											652.4	D	3.5	COBURG
6	f 12.23											656.5		4.1	WILKINS (Spur)
8	f 12.35											660.3		3.8	PRICEBORO (Spur)
13	f 12.46											663.6		3.3	ROWLAND
4	f 12.59											667.6		4.0	TWIN BUTTES (Spur)
20 WT	s 1.20								6.40AM			672.0	DR	4.4	**BROWNSVILLE**
4	f 1.27								f 6.46			674.3		2.3	LINN (Spur)
14	s 1.40								s 6.57			678.3		4.0	PLAINVIEW
14	1.52								7.08			682.4		4.1	LOWSON
16 Y	s 1.57	9.20AM	**7.40AM**		5.46PM			11.39AM	s 7.15	7.05AM		684.8	R	2.4	**TALLMAN**
14	f 2.10	f 9.22	7.45		f 5.48			f11.42	f 7.17	f 7.07		685.5		0.7	IRVINVILLE
30	f	f			f							687.9		2.4	CALAHAN (Spur)
24 W	s **2.25PM**	s **9.32AM**	8.00		s **5.55PM**			s**11.55AM**	s **7.29AM**	s 7.17		688.5	DR	0.6	**LEBANON**
14			8.30							f 7.27		692.8		4.3	BREWSTER
15			8.45							f 7.32		694.9		2.1	GRIGGS
10												696.5		1.6	BALM (Spur)
12			9.00							s 7.39		697.4		0.9	CRABTREE
9			9.10							f 7.42		698.7		1.3	GAINES (Spur)
7										f 7.46		700.6		1.9	GILKEY
17			9.35							s 7.55		702.9	D	2.3	WEST SCIO
W			9.45							s 8.05		704.7		1.8	SHELBURN
13			9.55							f 8.10		706.9		2.2 (M. C. Bch. Cág.)	NORTH SANTIAM
13			10.10							s 8.16		708.3		1.4	WEST STAYTON
5										f		709.9		1.6	SHAFF (Spur)
9 W			10.30							s 8.30		712.1		2.2	AUMSVILLE
27			10.45							s 8.39		715.0		2.9	SHAW
14			11.00							s 8.45		717.4		2.4	MACLEAY
Y			11.10	**10.07AM**		4.20PM				s **8.52**		719.4	R	2.0	**GEER**
4												720.6		1.2	DURBIN (Spur)
20			11.20	10.15		s 4.25				s 8.57		721.3		0.7	PRATUM
10			11.30AM	10.25		f 4.30				f 9.01		723.0		1.7	SWITZERLAND (Spur)
17 WY			12.30PM	**10.40AM**		s 4.40 5.30	1.50PM			s **9.15**	7.00AM	727.3	DR	4.3	**SILVERTON**
4						f	f			f	f	728.8		1.5	ABIQUA
17			12.40			f 5.35	f 1.55			f 9.20	f 7.05	729.6		0.8	DOWNS (Spur)
29			1.00			s 5.40	s 2.00			s 9.26	s 7.10	731.5	D	1.9	MT. ANGEL
8			1.05			f 5.43	f 2.03			f 9.29	f 7.13	732.6		1.1	BARON (Spur)
17			1.13			s 5.46	f 2.06			s 9.32	s 7.16	733.7		1.1	McKEE
4			1.20			f 5.50	f 2.10			f 9.36	f 7.20	735.1		1.4	TOWNSEND (Spur)
Yard WYF			1.40PM			s 6.00PM	s 2.20PM			s 9.45AM	s 7.27AM	737.9	DNR	2.8	**WOODBURN**
	Arrive Tues., Thurs., & Sat.	Arrive Mon., Wed., & Fri.	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(92.9)
	(2.40) 16.31	(0.12) 18.50	(6.00) 8.86	(0.33) 14.36	(0.09) 24.67	(1.40) 22.00	(0.30) 21.20	(0.16) 13.88	(0.49) 20.20	(2.40) 19.91	(0.27) 23.56				..................Time over District ....Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 66 is superior to No. 73; No. 62 is superior to No. 63; No 64 is superior to No. 61; No. 74 is superior to No. 65; No. 82 is superior to No. 81; No. 84 is superior to No. 83; No. 90 is superior to No. 89; No. 98 is superior to No. 87; No. 86 is superior to Nos. 241 and 97.

ADDITIONAL FLAG STOPS FOR ALL TRAINS: Best, M.P. 658.9; Crocus, M.P. 665.8; Glasser, M.P. 680.8, Went, M.P. 682.9; Washburn, M. P. 690.9; Selah, M.P. 724.2; Scandia, M.P. 725.5.

JUNCTION CITY SUBDIVISION—Woodburn Springfield Branch

TOWARD SAN FRANCISCO

Westward

Time Table No. 3

May 11, 1919

				FIRST CLASS							SECOND CLASS			
			Distance from Woodburn	81	73	63	89	61	65	83	97	241	247	87
				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mixed	Way Freight	Way Freight	Mixed
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Tues., Thur., Sat.
DR	**SPRINGFIELD**		92.9								s 12.20PM			
	E.-S. CROSSING	0.1	92.8											
	ARMITAGE (Spur)	3.8	89.0								f 12.08PM			
D	COBURG	3.5	85.5								s 11.57AM			
	WILKINS (Spur)	4.1	81.4								f 11.42			
	PRICEBORO (Spur)	3.8	77.6								f 11.29			
	ROWLAND	3.3	74.3								f 11.17			
	TWIN BUTTES (Spur)	4.0	70.3								f 11.04			
DR	**BROWNSVILLE**	4.4	65.9							s 6.55PM	s 10.50			
	LINN (Spur)	2.3	63.6							f 6.49	f 10.35			
	PLAINVIEW	4.0	59.6							s 6.37	s 10.23			
	LOWSON	4.1	55.5							6.26	10.08			
R	**TALLMAN**	2.4	53.1	s 7.40AM			s 12.14PM	s 6.04PM		s 6.19	s 10.00	1.15PM		s 2.48PM
	IRVINVILLE	0.7	52.4	f 7.38			f 12.12	f 6.02		f 6.17	f 9.54	1.10		f 2.45
	CALAHAN (Spur)	2.4	50.0	f			f				f			f
DR	**LEBANON**	0.6	49.4	7.31AM			12.04PM	s 5.55		6.05PM	9.40AM	1.00		2.35PM
	BREWSTER	4.3	45.1					f 5.38				12.02PM		
	GRIGGS	2.1	43.0					f 5.33				11.50AM		
	BALM (Spur)	1.6	41.4											
	CRABTREE	0.9	40.5					s 5.26				11.35		
	GAINES (Spur)	1.3	39.2					f 5.23				11.25		
	GILKEY	1.9	37.3					f 5.19						
D	WEST SCIO	2.3	35.0					s 5.13				11.10		
	SHELBURN (MCBch.Csg.)	1.8	33.2					s 5.07				11.00		
	NORTH SANTIAM	2.2	31.0					f 5.01				10.50		
	WEST STAYTON	1.4	29.6					s 4.57				10.45		
	SHAFF (Spur)	1.6	28.0					f						
	AUMSVILLE	2.2	25.8					s 4.47				10.30		
	SHAW	2.9	22.9					s 4.36				10.15		
	MACLEAY	2.4	20.5					s 4.28				10.05		
R	**GEER**	2.0	18.5		s 8.50AM			s 4.20				9.57	1.30PM	
	DURBIN (Spur)	1.2	17.3											
	PRATUM	0.7	16.6		s 8.42			s 4.15				9.50	1.22	
	SWITZERLAND (Spur)	1.7	14.9		f 8.34			f 4.11				9.40	1.16	
DR	**SILVERTON**	4.3	10.6		s 8.21	s 10.40AM		s 4.00	s 6.50PM			9.15	1.00PM	
	ABIQUA	1.5	9.1		f	f		f	f					
	DOWNS (Spur)	0.8	8.3		f 8.11	f 10.33		f 3.52	f 6.43			8.46		
D	MT. ANGEL	1.9	6.4		s 8.06	s 10.30		s 3.48	s 6.39			8.40		
	BARON (Spur)	1.1	5.3		f 8.01	f 10.25		f 3.44	f 6.34			8.31		
	McKEE	1.1	4.2		f 7.57	f 10.21		s 3.41	s 6.31			8.28		
	TOWNSEND (Spur)	1.4	2.8		f 7.52	f 10.17		f 3.37	f 6.27			8.23		
DNR	**WOODBURN**	2.8	0.0		7.45AM	10.10AM		3.30PM	6.20PM			8.15AM		
	(92.9)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Mon., Wed., Fri.	Leave Daily	Leave Tues., Thur., Sat.
	Time over District			(0.09)	(1.05)	(0.30)	(0.10)	(2.34)	(0.30)	(0.50)	(2.40)	(5.00)	(0.30)	(0.13)
	Average speed per hour			24.66	17.08	21.20	22.20	20.70	21.20	19.80	16.31	10.62	15.80	17.10

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 66 is superior to No. 73; No. 62 is superior to No. 63; No. 64 is superior to No. 61; No. 74 is superior to No. 65; No. 82 is superior to No. 81; No. 84 is superior to No. 83; No. 90 is superior to No. 89; No. 98 is superior to No. 87; No. 86 is superior to Nos. 241 and 97.

ADDITIONAL FLAG STOPS FOR ALL TRAINS: Scandia, M.P. 725.5; Selah, M.P. 724.2; Washburn, M. P. 690.9; Went, M.P. 682.9; Glasser, M. P. 680.8; Crocus, M.P. 665.8; and Best, M.P. 658.9.

Eastward FROM SAN FRANCISCO JUNCTION CITY SUBDIVISION—Oakridge Branch TOWARD SAN FRANCISCO Westward

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.	SECOND CLASS		FIRST CLASS	Distance from San Francisco		Time Table No. 3 May 11, 1919	Distance from Springfield Jct.	FIRST CLASS	SECOND CLASS	
	246 Way Freight Leave Daily Ex. Sunday	98 Mixed Leave Tues., Thur., Sat.	92 Passenger Leave Daily			STATIONS		91 Passenger Arrive Daily	245 Way Freight Arrive Daily Ex. Sunday	97 Mixed Arrive Mon., Wed., Fri.
Yard WY		8.00AM		684.1	R	**OAKRIDGE**	40.1			s 4.30PM
71		f 8.20		679.0		5.1 LOOKOUT	35.0			f 4.10
71		f 8.40		673.6		5.4 LAWLER	29.6			f 3.40
22 P		s 8.44		672.5		1.1 EULA	28.5			s 3 35
71		f 9.10		668.7		3.8 RESERVE	24.7			f 3.20
		f		666.4		2.3 SIGNAL (No Siding)	22.4			f
4		s		665.7		0.7 LANDAX (Spur)	21.7			s
71 W		s 9.30		663.8		1.9 CARTER	19.8			s 2.55
39		s 9.45		661.3	D	2.5 LOWELL	17.3			s 2.40
71		f10.00		659.1		2.2 PENGRA	15.1			f 2.20
9		s10.15		656.2		2.9 FALL CREEK (Spur)	12.2			s 1.55
71		f10.21		654.5		1.7 HILLS	10.5			f 1.35
36 P		s10.30		652.7		1.8 JASPER	8.7			f 1.25
13				652.1		0.6 JASPER SPUR	8.1			
12		s10.45		650.5		1.6 NATRON	6.5			s 1.05
		f11.00		647 1		3.4 DOUGLAS (No Siding)	3.1			f12.52
	12.05PM	f11.09	8.35AM	646.6		0.5 **MOHAWK JCT.**	2.6	f 4.20PM	7.20AM	f12.50
27 WOY	12.50	s11.15AM	s 8.40	645.2	DR	1.4 **SPRINGFIELD**	1.2	s 4.15	7.15	s12.45PM
Y	12.54PM		8.44AM	644.0	R	1.2 **SPRINGFIELD JCT.**	0.0	4.11PM	7.11AM	
	Arrive Daily Ex. Sunday	Arrive Tues., Thur., Sat.	Arrive Daily			(40.1)		Leave Daily	Leave Daily Ex. Sunday	Leave Mon., Wed., Fri.
	(0.49) 3.18	(3.15) 11.97	(0.09) 17.33			Time over District Average speed per hour		(0.09) 17.33	(0.09) 17.33	(3.45) 10.37

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 92 is superior to No. 91.

Nos. 245 and 246 will carry passengers.

Eastward FROM SAN FRANCISCO JUNCTION CITY SUBDIVISION—Wendling Branch TOWARD SAN FRANCISCO Westward

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations	SECOND CLASS	FIRST CLASS	Distance from San Francisco		Time Table No. 3 May 11, 1919	Distance from Mohawk Jct.	FIRST CLASS	SECOND CLASS
	246 Way Freight Leave Daily Ex. Sunday	92 Passenger Leave Daily			STATIONS		91 Passenger Arrive Daily	245 Way Freight Arrive Daily Ex. Sunday
30 PT	10.20AM	7.45AM	662.4	DR	**WENDLING**	15.8	s 5.10PM	9.15AM
	10.30	s 7.53	659.7		2.7 HYLAND (Spur)	13.1	s 5.00	9.02
45 W	11.00	s 7.58	658.6	D	1.1 MARCOLA	12.0	s 4.55	8.50
8	11.15	s 8.09	655.0		3.6 DONNA	8.4	s 4.43	8.09
3	11.25	f 8.15	653.0		2.0 SPORES (Spur)	6.4	f 4.38	7.50
33	11.35	f 8.20	651.5		1.5 YARNELL	4.9	f 4.34	7.40
6	11.50AM	f 8.27	649.3		2.2 HENDRICKS	2.7	f 4.27	7.30
	12.05PM	f 8.35AM	646.6		2.7 **MOHAWK JCT.**	0.0	4.20PM	7.20AM
	Arrive Daily Ex. Sunday	Arrive Daily			15.8		Leave Daily	Leave Daily Ex. Sunday
	(1.45) 9.03	(0.50) 18.96			Time over District Average speed per hour		(0.50) 18.96	(1.55) 8.22

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 92 is superior to No. 91.

ADDITIONAL FLAG STOPS: Bally, M. P. 656.8

Nos. 245 and 246 will carry passengers.

SPECIAL RULES

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND CLASS TRAINS WITHOUT AN ORDER TO DO SO.

STANDARD CLOCKS.

Ashland
Grants Pass
Roseburg Dispatchers' Office
Roseburg Roundhouse
Eugene
Blair Roundhouse
Junction City
Albany
Salem
Woodburn
Brooklyn (Roundhouse)
Brooklyn (Yard Office)
East Portland (East Oak St.)
Portland (N. P. T. Telegraph Office)
Yaquina
Mill City
Detroit
Mollala
Dallas
Willamina
Oswego
Beaverton
Hillsboro
Forest Grove
McMinnville
Whiteson
Corvallis
Marshfield
Powers
Timber
Wheeler
Tillamook
Silverton
Brownsville

WATCH INSPECTORS.

WEBB C. BALL, General Time Inspector	San Francisco
W. H. HODKINSON, Local Watch Inspector	Ashland
B. BARNES, Local Watch Inspector	Grants Pass
A. SALZMAN, Local Watch Inspector	Roseburg
COPPERNOLL, MAURER & FINSETH, Local Watch Inspectors	Eugene
A. R. TRACER, Local Watch Inspector	Junction City
F. M. FRENCH, Local Watch Inspector	Albany
C. T. POMEROY, Local Watch Inspector	Salem
JOHNSON & SHOREY, Local Watch Inspectors	Woodburn
L. V. GRAY, Local Watch Inspector	Canby
BELDING & SAXTON, Local Watch Inspectors	Portland
C. H. MORRIS, Local Watch Inspector	Dallas
J. A. HOFFMAN, Local Watch Inspector	Hillsboro
W. F. HANNA, Local Watch Inspector	McMinnville
E. W. S. PRATT, Local Watch Inspector	Corvallis
H. S. TOWER, Local Watch Inspector	Marshfield
CLAUDE C. MOON, Local Watch Inspector	Powers
R. W. BENNETT, Local Watch Inspector	Tillamook
D. W. ROOF, Local Watch Inspector	Springfield

BULLETIN STATIONS.

Ashland
Grants Pass
Roseburg
Eugene
Junction City
Albany
Salem
Woodburn
Brooklyn
Portland (N. P. T. Telegraph Office)
Yaquina
Mill City
Detroit
Mollalla
Dallas
Willamina
Beaverton
Hillsboro
Forest Grove
McMinnville
Whiteson
Corvallis
Marshfield
Powers
Timber
Wheeler
Tillamook
Silverton
Brownsville
Oakridge

CLEARANCE CARDS.

1. When delivering orders to a train operators will fill out clearance card (Form 2643) designating numbers of all orders for such train and repeat train and order numbers as they appear on clearance card to Dispatcher, and obtain O. K. with time and Superintendent's initials, and place same on clearance card in blank space provided therefor, before delivery is made. Operators will retain carbon copy of all clearance cards issued. Conductors and enginemen must not accept clearance card without the O. K., time and Superintendent's initials, when order numbers are designated thereon. Clearance cards that are issued not to accompany orders do not require O. K. and Superintendent's initials. Dispatchers must write train and order numbers in train order book as transmitted by operator from clearance card and must designate time clearance card was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance card is addressed. In delivering train orders and clearance cards by hoop to trains at night operators will carry a white lantern to enable members of train crew to readily locate them.

2. All trains must obtain clearance card (Form 2643) before leaving Medford, Grants Pass, Eugene, Albany, Salem, Corvallis, Newberg, Hillsboro and Dallas. Westward trains between 6:15 a. m. and 6:40 p. m. Jefferson Street.

3. Conductors of trains originating at Blair will secure clearance card (Form 2643) and check register at Eugene and deliver same to their enginemen at Blair.

Conductors of trains terminating at Blair will telephone their arriving time to operator Eugene immediately upon arrival at Blair.

4. All West Side trains must obtain clearance cards (Form 2643) from both Dispatcher at Marshfield and Dispatcher at Portland before leaving Eugene.

5. Rule 83-A will not apply at initial stations which are not train order offices, nor at train order offices when there is no operator on duty.

6. When a helper engine is to be coupled into a train copies of all orders affecting movement of the train at or beyond point from which helper is to be used must be delivered to each helper engine crew before leaving the point at which coupling into train.

If helper engine is picked up at a closed or non-telegraph office a copy of orders affecting movement of train at or beyond that station, and copy of clearance card, must be delivered to conductor of train at a preceding open telegraph office for delivery to the helper engineer before leaving station at which cut in.

Train dispatchers will see that this is done.

REGISTER EXCEPTIONS.

10. At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register as per Rule 83-B, conductors and operators must comply with Rule 96, the same as at non-registering stations.

11. Trains displaying signals for following section are not authorized to register by ticket under any special rules or bulletin instructions, but must always be registered by conductor in person.

12. East Morrison Street. When freight trains are made up at and leave from East Oak Street, Portland, trainmen and enginemen will compare watches and register comparison at East Oak Street yard office. Train dispatcher will furnish these trains, on train order, Form 19, register check of trains at East Morrison Street and Brooklyn. Conductors will throw off register ticket (Form 2642) to operator at Brooklyn, who will register for them.

Brooklyn. First class trains will leave register ticket (Form 2642) with operator at Brooklyn who will register for them. (See Rule 96.)

Conductors of second class and extra trains originating at Brooklyn will furnish their enginemen register check and enginemen of such trains need not check register.

Woodburn. Only trains originating or terminating at Woodburn will register.

Albany Jct. Only branch trains will register.

Springfield Jct. Only branch trains will register.

Newberg. Eastward first class trains originating at, and all westward first class trains, will register. Eastward through trains will check against only westward superior trains that terminate at Newberg. Trains moving through freight yard must obtain check of trains via Electric station by train order when necessary.

Hillsboro. Regular trains via Hillsboro electric station need not check the register, except against No. 141, whose registration will be telephoned from steam station to electric station, and operators will be held responsible for proper transmission and registration. Trains via Beaverton-Forest Grove Line, moving through freight yard at Hillsboro, and all Tillamook Branch eastward trains, must obtain check of trains via electric station by train order before fouling the Beaverton-Forest Grove main track when necessary.

Forest Grove. Eastward first class trains originating at, and all westward first class trains, will register. Eastward through trains will check against only westward superior trains that terminate at Forest Grove. Trains moving via Carnation must obtain check of trains via Electric station by train order when **necessary.**

Blair. Only trains originating or terminating at Blair will register.

Central Avenue. Only first-class trains will register.

Mill Spur. Register station for Smith-Powers trains only.

13. Instructions to Train Dispatchers. If sections are created from or signals taken down at either Newberg, Forest Grove or Hillsboro electric stations, train dispatcher must first protect inferior trains by train order.

TRAIN AND AIR INSPECTION.

16. Enginemen of all trains must know that they have sufficient braking power to properly control their trains before reaching meeting points, railroad crossings at grade, drawbridges, interlocking plants and before descending heavy grades. See Rule 31 of Air Brake Rules.

17. Passenger trains leaving Portland will not make running test as per Air Brake Rule 16 until after crossing Willamette River Bridge. Standing air brake test will be made one minute before train leaves Portland Union Station, as follows: Air inspector will attach gauge to rear end of train and give four blasts of air signal from rear car. Enginemen will make full service application. Inspector will note fall of pipe pressure and then signal engineman to release by four blasts of air signal. If pressure comes up on brake pipe on rear end to the standard carried, conductor will be advised that train is ready to proceed.

18. Rule A-26 of Rules and Regulations for the government of Motormen, Trainmen and Inspectors in Electric Train service corrected to read, ''One mile before reaching railroad crossings at grade or drawbridges,'' etc.

In addition to running tests that are made after leaving terminals, inspection points, or at any point where brake pipe has been broken, to fully comply with Rule No. 16 of airbrake rules, Rule No. 888, transportation rules, Rule No. A-26 of electric train service, running tests must be made as follows:

One mile east and west of W. V. S. crossing east of Oregon City.

One mile east and west E. S. crossing.

Before descending grades Divide to Comstock; east and west of Rice Hill; east of Sutherland; east and west of Tunnel 8; east and west of Tunnel 9 and Dimick.

Yaquina Branch—One mile east and west of Willamette River Bridge, Albany; east and west of Corvallis Junction.

Mill City and Woodburn Springfield Branches; one mile east and west Shelburn.

Molalla Branch—One mile east and west of W. V. S. crossing.

Newberg Branch—East and west of Rex.

Tigard Branch—One mile east and west of O. E. crossing.

West Side Branch—Eastward trains at Bertha; east and west of O. E. crossing Beaverton; eastward trains one mile west of Hillsboro; east and west of Gerlinger and east and west of Corvallis Junction.

Falls City Branch—One mile east and west Willamette River Bridge, Salem; one mile east and west of Gerlinger; one mile east and west of Airlie Branch crossing, Dallas.

Coos Bay Line—One mile east and west of O. E. crossing; east and west of Transfer; one mile east and west of Siuslaw River Bridge, Cushman; Umpqua River Bridge at Reedsport; Coos Bay Bridge between Coos and North Bend and Coalbank Slough at Marshfield.

Tillamook Branch—Eastward trains before descending grade east of Tunnel 25.

Airlie Branch—One mile east and west of V. & S. crossing; one mile east and west of Falls City Branch crossing.

This rule will not apply to freight trains.

19. Immediately after starting on initial trip each day, running test of hand brakes will be made on both front and rear end of McKeen motor cars.

20. Rule 17, rear end test between terminals, per ''Rules and Regulations Governing Care and Operation of Air Brakes and Air Signal Apparatus,'' will apply at any point where brake pipe has been parted. This test must also be made on all trains at Summit and Cochran; on eastward trains at Grants Pass, Bertha and Timber, and on westward trains at Glendale and Drain. On eastward freight trains at Strassel, when helper engines are cut out or added.

This test must not be used for the purpose of giving a proceed signal.

21. Following is the procedure to make proper air signal test when brake pipe is broken on passenger trains between terminals. After brake pipe has been charged to standard pressure, enginemen will give one long blast of whistle, and when brakes have been set by opening angle cock at rear of train, before engineman releases brakes, the rear brakeman will signal the enginemen by four blasts of the air signal whistle, using signal cord in rear car, which the engineman will answer with two short blasts of the steam whistle, and release brakes. Enginemen will not call for or make plug tests while other trains are passing.

On passenger trains the air whistle will be cut out on all except leading engine equipped with air signal.

22. When helper engines are in trains, after a rear end test has been made, the leading engine will not attempt to start until the helper engine has whistled off. The helper engine will not whistle off until receiving a signal from rear, which will not be given before the air pressure on caboose gauge indicates seventy (70) pounds.

23. When helper engine with cars behind it couples into train, engineer of helper engine handling air will make a heavy reduction of not less than 20 pounds in brake pipe pressure before angle cock is turned on head end of helper engine. When there is only one engine on train, when brake pipe is broken and pressure in rear portion of train has leaked below 70 pounds, as indicated on caboose gauge, before starting train, signal must be given from rear end. In order to fully carry out these instructions, a trainman must be stationed so as to observe caboose gauge.

24. When brake pipe is broken on any train, that portion of the train behind defect must be immediately and properly secured with hand brakes and not moved until air brakes are made operative. If brake pipe cannot be repaired car with defective brake pipe must be chained to car ahead unless defect in brake pipe is back of crossover pipe and brake pipe is plugged so as to make brakes operative. Defective car will then be uncoupled at rear, taken to nearest station and set out.

25. Should air compressor become disabled on any train such train must be immediately secured with hand brakes and neither engine nor cars shall be moved until brakes are made operative. Immediately advise Chief Train Dispatcher of the trouble and if enginemen cannot make repairs wait until you are furnished another engine. A train overtaking a train having a disabled air compressor must be properly secured with hand brakes. Engine will then be cut off and coupled to rear of the non-air train, brake pipe charged to standard pressure and air test made from front end of engine having defective air compressor. Disabled train with air brakes operative throughout will then be moved to nearest siding at a cautious rate of speed, not exceeding six miles per hour on descending grades, and

TRAIN AND AIR INSPECTION—Continued.

sufficient hand brakes must be set to effectively control slack action. If brakes on engine with defective air compressor are inoperative engineer will place reverse lever in opposite motion to which train is to be moved and set hand brake on engine tender if moving in forward direction. Before disabled train is moved engineers and conductors must have thorough understanding as to what is to be done and trainmen must be so stationed on the train as to be able to effectively pass signals.

26. All freight and work trains, passing Cochran, will be given a retainer test by Car Inspector. Conductors will obtain, from Inspector, list of cars on which retainers are not working; will see that hand brakes are set on such cars, in order to provide proper braking power over district which requires use of retainers, and will notify engineers of condition of brakes on their trains.

27. Air brakes on two adjoining cars must not be cut out leaving any station where cars can be separated.

28. Train crews must make careful inspection of running gear, brakes and draft rigging at any point where train stops, or where slow movement of train will permit trainmen to stand on ground and watch for defects as train is pulling by. No freight train will make a longer run than forty miles without stopping for inspection. Following points are designated for careful inspection of freight trains: Grants Pass, Glendale, Drain, Summit, Buxton, Timber, Cochran and Enright. Westward freight trains will stop at Hugo, Mayo and Enright, and eastward freight trains at Timber, to permit cooling and careful inspection, as per Air Brake Rule 48.

29. Passenger equipment must not be switched, either in yards or on line, unless air brakes are cut in and made operative. Must not be cut off while in motion, but moved to coupling or spot. Cars must not be kicked or dropped against passenger equipment but moved to a coupling.

USE OF RETAINERS.

32. All available retainers on passenger and freight trains will be used; westward, Tunnel 8 to Wolf Creek, Tunnel 9 to Merlin, Dimmick to Grants Pass, Summit to Nashville and Cochran to Enright; eastward, Dimmick to Merlin, Tunnel 9 to Leland, Tunnel 8 to Glendale, Black Rock to Falls City, Cochran to Timber and Tunnel 25 to Buxton; also on westward and eastward freight trains, Rice Hill to foot of grade, and from Divide to Comstock, westward. Westward freight trains will stop at Dimmick sufficient time to allow trainmen to turn up all retainers.

USE OF "19" FORM TRAIN ORDER RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

33. Within automatic block signal limits, between Portland and east switch at Hito, the note under Rule 211 is modified as follows:

The use of Form "31" train order may be discontinued, except when orders are to be delivered to a train at a point not a telegraph station, restricting its superiority, in which case Rule 217 must be complied with, or, when necessary to restrict a train that has been cleared, Rule 219 must be complied with, or when issuing an order Form "G," example "3," or when giving any train right over all trains, or when reducing time order where necessary that Dispatcher have signature of superior trains before completing order to inferior train.

When orders are issued to a superior train within these block signal limits, restricting its superiority at a point outside of block signal limits, Form "31" must be used.

When a Form "19" train order restricting the superiority of a train is issued for it at the point where such superiority is restricted, the train must be brought to a stop before the delivery of the order.

AUTOMATIC BLOCK SIGNALS.

35. On single track within automatic block signal limits last portion of Rule 86 will not apply.

36. On single track trains will wait five minutes or more in accordance with Rule 504 before following flagman, except between Holgate St. Viaduct, Brooklyn, and Clay Street trains stopped by block signals will wait one minute and may then proceed under control not exceeding six miles per hour to next clear home or distant block signal.

37. Under Rule 504 flagman need only precede train to a point where track ahead is seen to be clear to the next clear home or distant block signal, but train will not exceed six (6) miles per hour to the clear block signal.

38. A train stopped at home signal, on account of opposing train, that can be seen taking siding, may proceed at speed not exceeding six (6) miles per hour to fouling point, providing track is seen to be clear.

A train stopped by a home signal at points where automatic block signal "station sets" not in continuous block signal limits are installed, will be governed by Rule 504 except will flag to distant signal or signboard indicating end of track circuit in opposite direction or to a point where track to such distant signal or signboard indicating end of track circuit is seen to be clear.

When a light engine with only engineer and fireman in charge is stopped by a home block signal, fireman will first comply with Rule 99, except after proceeding required distance and placing torpedoes, will leave all torpedoes down and return to engine (providing he does not see or hear an approaching train) without being recalled, and then be governed by Rule 504.

39. At meeting or passing points a home signal, other than an interlocking signal, located at a switch may be passed by train required to take siding at speed not to exceed 6 miles per hour, providing switch is properly lined for siding, and proceed signal is received from trainman or yardman stationed at signal. Enginemen will not accept proceed signal unless given in clearcut manner from the position prescribed in this rule.

40. The normal indication of home block signal at Willsburg Junction on Milwaukee Branch is "Stop." If signal does not clear after Junction switch is lined for Milwaukee Branch be governed by Rule 504, also protect against Eastward Main Line trains.

41. When light of automatic block signal is not burning and blade can be seen in proceed position train need not stop if engineman can see the number of signal, which he will report by wire to Chief Train Dispatcher from first open telegraph office.

42. Automatic block signals between Jefferson Street and Oswego give light indications only, and if lights are not burning trains will stop and be governed by Rule 504 and Special Rules.

43. Eastward main line trains holding meet or waiting for opposing trains to enter Tallman Branch at Albany Jct. will stop west of sign, "Block Signal Limit," located at point about 2000 feet west of Albany Jct.

44. When trains leave stretches of continuously block-signalled track, a red fusee will be left near the last signal, when it is possible a train is following less than ten (10) minutes behind. Conductors and Enginemen having knowledge, from any source whatsoever, that a preceding train is less than ten (10) minutes ahead of them, leaving stretches of track that are continuously block-signalled, will space themselves at the last signal in accordance with Rule 91.

INTERLOCKING PLANTS.

47. Eugene-Springfield Street Car Line crossing, between Eugene and Springfield Junction.

Willamette Valley Southern Crossing just east of Oregon City.
Willamette River Bridge between East Portland and Portland.
Northern Pacific Terminal Company Yard, Portland.
Oregon Electric crossing between Tigard and Robinson.
Oregon Electric crossing just east of Beaverton.
Willamette River Bridge between Salem and Pinckney.
Siuslaw River bridge, just east of Cushman.
Umpqua River bridge, between Gardiner and Reedsport.
Coos Bay bridge, between Coos and North Bend.

48. At W. V. S. railroad crossing just east of Oregon City the normal position of the signals and derailers governing the Interlocking Plant are proceed and derailers closed for Southern Pacific trains. When these signals are at "Stop", the Conductor or person in charge of the train must send two flagmen ahead in order to pass signals, and after careful inspection, when it is known there is no one in the Interlocking station to operate the plant, and that the signals are at stop and derailers governing the movement of W. V. S. trains are set to derail; and that derailers on either side of the crossing governing Southern Pacific trains are closed and route known to be clear for Southern Pacific trains, flagmen by night will give "proceed" signal with a white light—by day, hand "proceed" signal.

AUDIBLE SIGNALS AT UNPROTECTED RAILROAD GRADE CROSSINGS.

49. Following signals will govern at unprotected railroad grade crossings:

One long blast of whistle at proper distance from crossing when approaching same.

Two short blasts after train is stopped and before passing over crossing.

Exceptions.—At crossings within city limits of Albany, Portland, Hillsboro and Newberg, it will not be necessary to give one long blast of whistle approaching crossing. Within city limits of Albany, Portland and Newberg, not necessary to give short blasts of whistle when stop is made before passing over crossing, but give two short blasts before passing over O. E. crossing at Hillsboro.

SPEED TABLE.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

50. All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotives	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
MM-63 25-38/28 320	4200 to 4211	40	
A-84 15-25/28 110	3000 to 3009	77	48375 lbs.
A-79 15-25/28 102	3016 to 3024	67	46445 "
A-81 20/28 105	3025 to 3071	77	46380 "
T-69 21/28 149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299	60	44330 "
T-69 15½26/28142	2291, 2294, 2297	62	41526 "
T-63 18/30 78	2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206	52	22750 "
E-69 18/24 69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397	55	30190 "
E-73 18/24 63	1430 and 1432	61	27570 "
MC-57 26-40/30 394	4000 to 4016	53	43500 "
MC-57 26-40/30 398	4017 to 4028		
MC-57 26-40/30 401-S	4029 to 4043		
MC-57 26-40/30 401-S	4044 to 4048		
C-57 22/30 180	2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679	52	39650 "
C-57 22/30 187	2513 to 2591, 2800 to 2830		

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table is for information of enginemen, and must in no way conflict with rules governing speed of trains as shown below.

SPEED RESTRICTIONS.

51. Maximum speed of any train at any point must not exceed 50 miles per hour, and no train shall exceed a speed of 25 miles per hour around curves of 7 to 10 degrees, and 20 miles per hour around curves over 10 degrees.

52. Maximum speed of engines running light; Yard and other engines with pilots removed twenty miles per hour. Consolidation and Mikado type, thirty-five miles per hour, other engines forty miles per hour.

53. Engines, when running with caboose only, will be governed by speed restrictions for light engines, but not exceed speed of forty miles per hour.

54. Troop trains handling freight equipment must not exceed speed of 25 miles per hour.

55. Trains handling steam relief outfit must not exceed 25 miles per hour on main line between Ashland and Portland, and 18 miles per hour on branch lines.

56. Trains handling logs must not exceed 10 miles per hour over truss bridges, around sharp curves, and passing through stations and tunnels.

57. On Tillamook Branch and Coos Bay Line trains must be under control when descending grades, approaching bluffs or other points where slides are liable to occur.

58. Do not exceed 12 miles per hour passing through sidings on Main line and 10 miles per hour through sidings on branch lines.

59. Yellow flags and lamps or slow boards will be placed one-fourth mile each side of structures or pieces of track over which speed of trains must not exceed 15 miles per hour or rate of speed specified by bulletins, train orders or slow boards.

Ashland Subdivision.

70. Pacific type, Atlantic type, and 2300 class engines restricted to 30 miles per hour, and Consolidation and Mikado engines 25 miles per hour between Roseburg and Green, 20 miles per hour between Pollard and Leland.

71. Speed of Mikado type engines must not exceed 15 miles per hour on curves 12 degrees or over. Curve warning signs will be placed to indicate these curves in Cow Creek Canyon at or near the following mile posts:

M. P. 513.7
M P. 514.2
M. P. 514.5
M. P. 515.3
M. P. 515.5
M. P. 516.2
M. P. 521.4
M. P. 521.7
M. P. 525.2
M. P. 525.5
M. P. 527.8
M. P. 528.2
M. P. 539.2
M. P. 539.4

72. Trains must not exceed 10 miles per hour passing over street car crossing Sixth Street, Medford.

SPEED RESTRICTIONS—Continued

Roseburg Subdivision.

78. Pacific type, Atlantic type, and 2300 class engines restricted to 30 miles per hour between mile posts 642 and 645, and 35 miles per hour between Comstock and Drain, 30 miles per hour between Sutherlin and Roseburg. Consolidation and Mikado engines 25 miles per hour between mile posts 642 and 645, and Sutherlin and Roseburg. Mikado engines backing up between Rice Hill and M. P. 601 will not exceed 15 miles per hour.

79. Passenger trains, backing up, must not exceed 10 miles per hour between Eugene Passenger Station and Home and Distant Signal No. 6482; 15 miles per hour between Home and Distant Signal No. 6482 and East main track switch passing siding Blair.

Junction City Subdivision—Main Line.

85. Trains must reduce speed to 20 miles per hour over Willamette Valley Southern Railway crossing east of Oregon City; 15 miles per hour over grade crossings between Brooklyn and Willsburg Junction; passing shop buildings, Brooklyn; over Willamette River Bridge, Portland.

Yaquina Branch.

91. Trains must not exceed 15 miles per hour through tunnels.

Call for signals and stop before reaching Willamette River Bridge, Albany, unless proceed signal is received from bridge watchman. Do not proceed until proceed signal is received. Do not exceed 6 miles per hour over river span and draw.

Mill City Branch.

97. Reduce speed to 15 miles per hour over spans South Santiam River Bridge 699-B.

Newberg Branch.

103. Trains must reduce speed to 15 miles per hour over crossing at Northwest Steel Co.'s plant near Turntable, and 12 miles per hour over Elk Rock trestle.

Tillamook Branch.

109. When necessary to operate 2900-class engines coupled over Wolf Creek Span between Cochran and Mayo, speed must not exceed 12 miles per hour.

Reduce speed to 12 miles per hour over double road crossing just west of Bay City.

Trains handling logs between Timber and Enright must not exceed 10 miles per hour.

Eastward freight trains must not exceed 12 miles per hour between Cochran and Timber.

West Side Branch.

115. Trains must reduce speed to 6 miles per hour passing over facing point spring switches on Fourth and Jefferson Sts., Portland; 10 miles per hour on Fourth and Jefferson Streets, Portland.

Engines over 122,000 lbs. on drivers will not exceed 25 miles per hour between McMinnville and Beaverton.

Falls City Branch.

121. Trains must reduce speed to 10 miles per hour over Willamette River Bridge, Salem.

McKeen motor cars, between Salem and Dallas will not exceed 35 miles per hour.

Alpine and Bellfountain Branches.

127. Engines of over 50,000 lbs. on drivers will not exceed 12 miles per hour.

Trains handling logs will not exceed 8 miles per hour.

Coos Bay Line.

133. Reduce speed to 10 miles per hour on draw spans over Siuslaw and Umpqua Rivers and Coos Bay, Coalbank Slough drawbridge, Bridge 793 E, F and G, Baker Creek bridge No. 10, Coquille River bridges 1, 2, 6, 7, 8, 9, 12, 13, and Tunnel 1.

134. Trains handling logs between Eugene and Marshfield will not exceed 18 miles per hour; Marshfield and Myrtle Point 10 miles per hour, Myrtle Point and Powers 15 miles per hour, Beaver Hill Jct. and Beaver Hill 6 miles per hour.

Airlie Branch.

140. Trains handling logs between Monmouth and Crisp will not exceed 12 miles per hour; Monmouth and Dallas, 15 miles per hour.

Woodburn-Springfield Branch.

146. Engines over 113,000 pounds on driver will not exceed 15 miles per hour between Silverton and Woodburn, and not run on sidings at Silverton, except house track and Silverton Lumber Company's tracks.

Trains handling logs between Springfield and Coburg must not exceed 15 miles per hour.

Oakridge Branch.

152. Trains handling logs must not exceed 15 miles per hour.

Wendling Branch.

158. Trains handling logs must not exceed 15 miles per hour.

164. TRAINS MUST NOT EXCEED THE SPEED IN MILES PER HOUR AS SHOWN BELOW. THIS DOES NOT AUTHORIZE EXCEEDING SPEED RESTRICTIONS SPECIFIED ABOVE.

Page		Passenger	Freight	Engines Backing
3	Ashland—Grants Pass	45	30	20
3	Grants Pass—Hugo	40	20	15
3	Hugo—Glendale	35	20	15
3	Glendale—Reuben	45	20	20
3	Reuben—West Fork	25	18	15
3	West Fork—Cornutt	35	20	15
3	Cornutt—Roseburg	45	25	15
4-5	Roseburg—Sutherlin	35	20	15
4-5	Sutherlin—Comstock	40	20	15
4-5	Comstock—Divide	25	18	15
4-5	Divide—Eugene	50	30	20
6-7	Eugene—Flander	50	30	20
6-7	Flander—Portland	50	30	15
8	Albany—Corvallis	35	20	18
8	Corvallis—Philomath	20	15	15
8	Philomath—Yaquina	25	18	10
8	Albany Junction—Tallman	30	25	20
9	Albany—Gates	25	18	15
9	Gates—Idanha	20	15	12
9	Canby—Molalla	30	20	20
10-11-12	Jefferson St.—Oswego	50	20	15
10-11-12	Oswego—Cook	40	30	15
10-11-12	Cook—Middleton	50	30	15
10-11-12	Middleton—Springbrook	25	15	10
10-11-12	Springbrook—St Joseph	50	30	20
13	Willsburg Junction—Beaverton	40	30	20
13	Salem—Geer	35	25	15
14-15-16	Portland—Cove Orchard	50	30	20
14-15-16	Cove Orchard—Whiteson	40	25	15
14-15-16	Whiteson—Eugene	50	30	20
17	Salem—Dallas	40	25	15
17	Dallas—Falls City	30	18	12
17	Falls City—Black Rock	20	15	10
17	Alpine Junction—Glenbrook	20	15	10
17	Bailey Junction—Dawson	20	15	10
18-19	Eugene—Marshfield	35	20	15
19	Marshfield—Powers	25	15	15
20	Hillsboro—Buxton	30	20	15
20	Buxton—Enright	20	15	10
20	Enright—Wheeler	25	18	10
20	Wheeler—Tillamook	30	20	12
21	Whiteson—Smithfield	25	18	15
21	Smithfield—Dallas	25	18	10
21	Dallas—Airlie	25	18	15
21	Broadmead—Sheridan	25	18	15
21	Sheridan—Willamina	20	15	10
22-23	Woodburn—Silverton	40	25	15
22-23	Silverton—Tallman	30	20	15
22-23	Tallman—Coburg	30	20	15
22-23	Coburg—Springfield	40	25	15
24	Springfield Jct.—Natron	30	20	15
24	Natron—Oakridge	40	30	15
24	Mohawk Junction—Wendling	25	18	12

165. Speed of trains regulated by ordinance through city limits.

	Miles per hour		Miles per hour
Talent	15	Philomath	12
Medford	16	Oswego	10
Central Point	10	LaFayette	6
Rogue River	20	Monmouth	3
Roseburg	15	Beaverton	8
Yoncalla	15	Hillsboro	15
Creswell	12	Cornelius	12
Eugene	15	Forest Grove	15
Junction City	10	Gaston	15
Harrisburg	20	Carlton	10
Halsey	10	McMinnville	12
Albany	12	Amity	10
Jefferson	20	Independence	12
Turner.........6 a. m. to 8 p. m.	18	Corvallis	10
Salem	10	Monroe	15
Gervais	15	Dallas	12
Woodburn	10	North Bend	25
Hubbard	25	Marshfield	15
Aurora	15	Milwaukie	12
Oregon City	8	Lebanon	12
Portland	10	Brownsville	10

LIST OF STRUCTURES THAT HAVE AN OVERHEAD CLEARANCE OF LESS THAN 22′ 0″ AND A SIDE CLEARANCE OF LESS THAN 6′ 0″ FROM THE NEAREST RAIL, MAIN TRACK.

Mile Post	Between	Clearance		Obstruction
		Over-head	Side	
	Ashland—Roseburg.			
456-E	Gold Hill-Ray Gold	....	5.1	Rogue River Xing.
490	Leland-Hugo	19.0	4.8	Tunnel No. 9.
505	Glendale-Wolf Creek	17.8	4.5	Tunnel No. 8.
509-D	Lystul-Glendale	....	5.1	Cow Creek.
514	Brandt-Reuben	18.1	5.0	Tunnel No. 7.
514	Brandt-Reuben	17.4	5.0	Tunnel No. 6.
515	Brandt-Reuben	18.2	5.0	Tunnel No. 5.
516	Brandt-Reuben	18.1	5.0	Tunnel No. 4.
518	West Fork-Brandt	19.0	5.0	Tunnel No. 3.
521	West Fork-Brandt	19.2	5.0	Tunnel No. 2.
521-A	West Fork-Brandt	....	5.0	Cow Creek.
521-C	Cow Creek-West Fork	....	5.2	W. Fork Creek Xing.
530-8	Peck-Union Creek	18.8	4.9	Tunnel No. 1.
550-B	Myrtle Creek-Weaver	....	5.1	S. Umpqua Riv. Xing.
	Roseburg—Junction City.			
578-B	Wilbur-Winchester	....	5.1	N. Umpqua Riv. Xing.
589-I	Youngs-Oakland	....	5.0	Calapooia Riv. Xing.
607-F	Drain-Devore	....	5.0	Elk Creek Xing.
608-F	Drain-Devore	....	5.0	Pass Creek Xing.
610-G	Leona-Krewson	....	5.0	Pass Creek Xing.
625-D	Cottage Grove-Latham	....	5.0	Coast Fork R. Xing.
627-D	Saginaw-Cottage Grove	....	5.0	Coast Fork R. Xing.
	Junction City—Portland.			
663-A	Virgil-Junction City	....	5.1	Willamette R. Xing.
682-A	Tangent-Shedd	....	5.1	Calapooia Riv. Xing.
699-A	Jefferson-Millersburg	....	5.0	Santiam River Xing.
743-D	Barlow-Aurora	....	5.0	Pudding River Xing.
757-G	Clackamas-Park Place	....	5.1	Clackamas Riv. Xing.
770	Portland-East Portland	21.2	....	Burnside Bridge.
	Albany—Yaquina.			
691.9	Albany-North Albany	18.7	4.2	Willamette R. Xing.
711.4	Noon-Wrens	21.0	4.7	1st Xing Marys R.
712.4	Noon-Wrens	....	5.0	2nd " " "
713.3	Noon-Wrens	....	4.4	3rd " " "
713.9	Noon-Wrens	....	5.0	4th " " "
714.4	Noon-Wrens	....	5.0	5th " " "
716.7	Wrens-Russell	20.0	5.0	6th " " "
717.1	Wrens-Russell	....	5.0	7th " " "
718.9	Harris-Alder	....	5.0	8th " " "
719.4	Harris-Alder	....	5.0	9th " " "
719.7	Harris-Alder	....	5.0	10th " " "
720.3	Harris-Alder	....	5.0	11th " " "
720.6	Harris-Alder	....	5.0	12th " " "
720.8	Harris-Alder	....	5.0	13th " " "
720.9	Harris-Alder	....	4.5	14th " " "
730.3	Summit-Nashville	17.5	4.4	Tunnel No. 22.

LIST OF STRUCTURES THAT HAVE AN OVERHEAD CLEARANCE OF LESS THAN 22′ 0″ AND A SIDE CLEARANCE OF LESS THAN 6′ 0″ FROM THE NEAREST RAIL, MAIN TRACK.

Continued.

Mile Post	Between	Clearance		Obstruction
		Over-head	Side	
	Albany—Yaquina—Continued.			
732.0	Summit-Nashville	17.0	4.7	Tunnel No. 23.
739.2	Nortons-Eddyville	....	4.9	3rd Xing Yaquina R.
739.4	Nortons-Eddyville	....	4.4	4th " " "
743.7	Nortons-Eddyville	....	4.3	5th " " "
745.8	Eddyville-Chitwood	....	4.3	6th " " "
748.7	Eddyville-Chitwood	....	5.0	7th " " "
751.3	Chitwood-Morrison	....	5.0	8th " " "
751.6	Chitwood-Morrison	....	5.0	9th " " "
751.8	Chitwood-Morrison	....	5.0	10th " " "
752.2	Chitwood-Morrison	....	5.0	11th Xing Yaquina R.
752.4	Chitwood-Morrison	17.7	5.0	Tunnel No. 24.
752.5	Chitwood-Morrison	....	4.3	12th Xing Yaquina R.
752.8	Chitwood-Morrison	....	4.3	13th " " "
752.9	Chitwood-Morrison	20.6	4.5	14th " " "
769.8	Moody	....	4.4	Boone Slough Xing.
	Albany—Hoover.			
699.2	Bussard-Thomas	19.2	5.0	So. Santiam R. Xing.
700.9	Thomas-Munkers	18.6	4.1	Thomas Creek Xing.
726.5	Potter-Mill City	18.1	4.1	No. Santiam R. Xing.
737.1	Halstead-Granite Mountain	....	5.0	Sardine Creek Xing.
744.3	Breitenbush-Detroit	20.8	4.6	Breitenbush R. Xing.
	Canby—Molalla.			
748-E	Canby-Kraft	....	5.5	Adkins Road Xing.
749-G	Rames-W. V. S. Xing	....	5.6	Milk Creek Xing.
751-B	Rames-W. V. S. Xing	....	5.3	Molalla River Xing.
	Oswego—Willsburg Junction.			
768-E	Menefee-Oswego	....	5.2	Willamette R. Xing.
	Eugene—Whiteson.			
688-B	Avery-Corvallis	....	5.6	Marys River Xing.
702-D	Parker-Suver	20.9	5.0	Luckiamute R. Xing.
	Salem—Black Rock.			
725-B	Horsford-McNary	....	4.5	La Creole R. Xing.
742-D	Carey-Falls City	....	4.9	Little Luck. R. Xing
743-B	Falls City-Camp 2	....	4.9	" " " "
744-B	Falls City-Camp 2	....	4.9	" " " "
745-F	Falls City-Camp 2	....	4.9	" " " "
747-B	Black Rock-Wye	....	4.9	" " " "
	Coos Bay Line.			
656.2	Jetson-Crow	....	5.0	Coyote Creek Crossing
664.1	Elrus-Sailor	....	5.0	2nd Xing Long Tom Crk.
664.6	Sailor-Noti	....	5.0	3rd Xing Long Tom Crk.
664.9	Sailor-Noti	....	5.0	4th Xing Long Tom Crk.
665.5	Noti-Vaughn	....	5.0	Elk Creek Xing
680.2	Joler-Austa	....	5.0	3rd Xing Wild Cat Creek
683.4	Rollo-Richardson	....	5.0	2nd Xing Siuslaw River
690.8	Beecher-Nekoma	....	5.0	3rd Xing Siuslaw River
691.1	Beecher-Nekoma	....	5.0	4th Xing Siuslaw River
694.5	Nekoma-Swisshome	....	5.0	5th Xing Siuslaw River
694.7	Nekoma-Swisshome	....	5.0	6th Xing Siuslaw River
696.7	Nekoma-Swisshome	....	5.0	Lake Creek Xing
710.1	Beck-Betzen	21.0	....	Overhead Conveyor
716.6	Cushman-Siboco	....	5.0	7th Xing Siuslaw River
739.7	Gardiner-Reedsport	....	5.0	Umpqua River Xing
763.9	Coos-North Bend	....	5.0	Coos Bay Xing
793.6	Norway-Myrtle Point	....	5.0	1st Xing Coquille River
796.2	Myrtle Point-Broadbent	....	4.9	Coquille River Bridge (1)
797.6	Myrtle Point-Broadbent	....	4.9	Coquille River Bridge(2)
800.1	Broadbent-Warner	....	4.9	Coquille River Bridge(6)
801.2	Broadbent-Warner	....	4.9	Coquille River Bridge(7)
802.3	Warner-Rowland	....	4.9	Coquille River Bridge(8)
808.2	Rowland-Baker	....	4.9	Rowland Crk. Bridge (9)
808.7	Rowland-Baker	....	4.9	Tunnel No. 1
811.6	Baker-Powers	....	4.9	CoquilleRiverBridge(12)
	Hillsboro—Tillamook.			
789.6	Walcott-Castor Creek	21.4	....	Tunnel No. 25.
801.8	Cochran-Mayo	21.9	....	Tunnel No. 26.
803.6	Cochran-Mayo	21.5	5.0	Tunnel No. 27.
805.7	Mayo-Enright	21.4	....	Tunnel No. 28.
805-F	Mayo-Enright	20.6	4.8	1st Xing Salmonberry R
805-G	Mayo-Enright	20.6	4.7	2d Xing Salmonberry R
	Hillsboro—Tillrmook—Continued.			
805-H	Mayo-Enright	21.8	4.5	3rd Xing Salmonberry R
806.2	Mayo-Enright	21.3	....	Tunnel No. 29.
806-D	Mayo-Enright	18.8	4.7	4th Xing Salmonberry R
806-E	Mayo-Enright	20.8	4.7	5th Xing Salmonberry R
806-F	Mayo-Enright	18.2	4.8	6th Xing Salmonberry R
808.2	Mayo-Enright	21.8	....	Tunnel No.33.
809.9	Mayo-Enright	21.9	....	Tunnel No. 35.
810.7	Mayo-Enright	21.7	....	Tunnel No. 36.
811-M	Enright-Salmonberry	18.5	4.5	7th Xing Salmonberry R
814-A	Enright-Salmonberry	20.1	5.0	8th Xing Salmonberry R
815-A	Enright-Salmonberry	21.9	5.0	9th Xing Salmonberry R
815-D	Salmonberry-Rector	19.2	5.0	1st Xing Nehalem R.
830-F	Batterson-Mohler	19.2	5.0	2nd Xing Nehalem R.
846-I	Miami-Hobsonville	19.0	5.0	Miami R. Xing.
848-O	Hobsonville-Bay City	21.8	....	Tunnel No. 37.
852-E	Idaville-Tillamook	....	5.0	Kelchis R. Xing.
854-A	Idaville-Tillamook	19.0	5.0	Wilson R. Xing.
	Whiteson—Airlie.			
749-L	Polk-Dallas	....	4.3	La Creole Riv. Xing.
762-C	Monmouth-Luckiamute	18.3	4.2	Luckiamute R. Xing.
	Sheridan—Willamina.			
745-D	Sheridan-Shipley	....	4.6	S. Yamhill R. Xing.
	Springfield—Woodburn.			
650-D	Coburg-Armitage	19.0	5.9	McKenzie Riv. Xing.
671-F	Brownsville-Twin Buttes	....	5.0	Calapooia Riv. Xing.
689-E	Brewster-Lebanon	....	5.0	S. Santiam Riv. Xing.
698-G	Gaines-Crabtree	19.8	4.6	Crabtree Creek Xing.
701-B	West Scio-Gilkey	18.3	4.2	Thomas Creek Xing.
706-D	N. Santiam-West Stayton	20.3	....	N. Santiam R. Xing.
	Springfield—Springfield Junction.			
644-E	Springfield-Springfield Jct	18.5	4.9	Willamette Riv. Xing.
	Wendling—Mohawk Junction			
659-G	Drury-Hyland	19.8	4.6	Mohawk Riv. Xing.
651-B	Hendricks-Yarnell	21.1	4.8	Mohawk Riv. Xing.
649-F	Hendricks-Yarnell	20.3	5.0	McKenzie R. Xing.
	Electric Lines.			
774.4	Jefferson St.-Turntable	19.5	....	Overhead Road Xing.
774.5	Jefferson St.-Turntable	20.1	....	O. E. Overhead Xing.
762-B	Galbreath-Tualatin	18.9	5.0	Tualatin Riv. Xing.
731-E	McMinnville-Whiteson	20.5	5.0	S. Yamhill R. Xing.
702-D	Parker-Suver	20.9	....	Luckiamute River Xing.
.....	Electric Zone	....	5.5	Trolley Poles.

171. Train and Enginemen are cautioned to watch closely for impaired clearance signs.

172. Train employes are cautioned not to lean out of engine cab window while passing over Clackamas River bridge.

173. Do not ride on top of cars, while passing through Tunnel 22, between Summit and Nashville, and do not handle cars over 16 ft. in height through this tunnel.

174. Trolley wire running through Tualatin and South Yamhill River and Luckiamute River Bridges will not clear man on top of box car.

MAIN TRACK LINEUP AT JUNCTIONS.

180. Eugene Siding, on Main Line, extends from Block Signal No. 6477, westward 2315 feet.

181. Blair Siding, on Main Line, extends from Block Signal No. 6477 eastward 6852 feet.

182. Coos Bay line ends at Blair at switch connecting with siding which extends to Eugene parallel to main line and is track nearest to Eugene passenger station. Trains must not use this siding when such use will interfere with the movement of branch line first-class trains. Switch at junction of Coos Bay main line and siding at Blair must be left set and locked for Coos Bay main line.

183. Yaquina Branch main track ends at switch at east end of curve connecting with track parallel to main line in east end of Albany yard which is track nearest the passenger station. Trains must not use this track when it will interfere with the movement of branch trains.

184. Canby passing siding extends from Block Signal No. 7468 westward 2040 feet. Flander passing siding extends from Block Signal No. 7468 eastward 4070 feet. Mollala Branch ends at Flander at west wye switch connecting with the siding which extends to Canby. West wye switch must be set and locked for the passing siding. Second-class and extra trains using Flander passing siding and the east end of Canby passing siding will arrange so that Mollala Branch trains, which will use Flander passing siding and Canby passing siding between Flander and Canby, are not delayed in moving to and from Canby station. Main Line trains using either passing siding may move between Canby and Flander through passing sidings under control.

185. Switches at Corvallis and Corvallis Jct. must be left set and locked for movement between Wellsdale and Philomath via Sixth St. Line. The Ninth St. track between Corvallis Jct. and connection with Yaquina Branch west of freight station, Corvallis, is a siding and must be kept clear of cars. Yaquina Branch freight trains will move via Ninth St. line. All other trains via Sixth St. lines.

186. Junction switches at Tallman will be left set and locked for movement via Tallman Branch.

187. Junction switch leading to Jefferson Street line at Fourth and Jefferson streets, Portland, is a spring switch and will be left as used. Westward trains must approach this switch under control expecting to find it lined against them.

188. Junction switches at Oswego and Cook must be left set and locked for movement via Newberg Branch.

189. The track between Meridian, Newberg Passenger Station and First St. is the main track and will be used by electric passenger trains only. The track between Meridian, Newberg Freight Station and First St. is a siding and will be used by steam trains and must be kept clear.

190. Junction switches at St. Joseph must be left set and locked for movement via West Side Branch.

191. Junction switches at Whiteson must be left set and locked for movement via West Side Branch.

192. Junction switches at Broadmead must be left set and locked for movement via Willamina Branch.

193. Junction switches at Dallas must be left set and locked for movement via Dallas and Salem line.

194. Junction switch at Beaverton must be left set and locked for movement via West Side Branch.

195. Junction switches at Tillamook Jct. and Range must be left set and locked for movement via Hillsboro City Station.

196. Junction switch east of freight station at Hillsboro must be left set and locked for movement via Tillamook Branch.

197. The track via Hillsboro Electric Station between Tillamook Junction and Range, will be the main track for the Beaverton-Forest Grove Line, and only electric passenger trains are permitted to use it. All steam trains via Beaverton-Forest Grove Line must use the Tillamook Branch main track and freight yard tracks between Tillamook Junction and Range.

198. The track between Catching, Forest Grove and Detour is the main track and will be used by electric trains only. The track between Catching, Carnation and Detour is a siding and will be used by steam trains and must be kept clear.

199. Junction switches at Alpine Jct. must be left set and locked for movement via West Side Branch.

200. Junction switch at Transfer must be left set and locked for Coos Bay Line.

201. Junction switch at Bailey Jct. must be left set and locked for Alpine Branch.

202. Junction switches at Geer must be left set and locked for the Woodburn-Springfield Branch.

203. Junction switch (west leg of wye Springfield) must be left set and locked for movement via Oakridge Branch.

204. Junction switch at Mohawk Jct. must be left set and locked for movement via Wendling Branch.

WEIGHTS TO BE USED IN FIGURING TONNAGE OF PASSENGER TRAINS.

Kind of Car	Wood	Steel	Steel Under-frame
Baggage	79,000	90,000	....
Baggage, (Dynamo)	....	105,000	....
Baggage and Mail	77,000	121,000-69′ 90,000-60′	93,000
Baggage and Passenger	61,000	....	....
Buffet	....	130,000	122,000
Buffet, (Dynamo)	....	146,000	....
Business	107,000	178,000	135,000
Chair	86,000	98,000	....
Coaches	80,000	95,000	....
Dining	128,000	147,000	135,000
Wells Fargo & Co. Refrigerators—			
40 to 154	77,730	....	....
155 to 189	87,800	....	....
500 to 505	....	....	108,500
Horse Express	81,000	....	....
Observation	122,000	145,000	131,000
Postal	....	110,000-60′ 77,000-40′	....
Pullman, Parlor	115,000	146,000	....
Pullman, Observation	124,500	151,000	127,000
Pullman, Standard Sleeper	125,000	153,000	145,000
Pullman, Tourist	94,000	....	133,000
Tea and Silk	48,000	....	....

YARDS.

210. Yards are established at following stations:

ASHLAND

MEDFORD

(Medford, yard limits extend to yard sign east of Crater Lake Jct.)

GRANTS PASS

GLENDALE

WEST FORK

ROSEBURG

DRAIN

EUGENE

(Eugene, yard limits extend to yard signs 100 feet east of E.-S. Crossing and east of Blair.)

JUNCTION CITY

(Junction City, yard limits extend to yard sign west of Swain.)

ALBANY

(Albany, yard limits extend to yard sign west of Albany Junction.)

SALEM

(Salem, yard limits extend to yard signs east of Fair Grounds, west of South Salem, west of West Salem, and east of passenger station on Greer Branch.)

WOODBURN

(Woodburn, yard limits extend to yard sign west of South Woodburn.)

CANBY

PORTLAND

(Portland, yard limits extend to yard signs west of Willsburg Junction, Hooker St. and east of Turntable.)

PHILOMATH

TOLEDO

(Toledo, yard limits extend to yard sign west of Altree.)

YAQUINA

TALLMAN

MILL CITY

DETROIT

MOLALLA

OSWEGO

(Oswego, yard limits extend to yard sign east of Wilsonia.)

COOK

(Cook, yard limits extend to yard signs east of Bryant, west of Jean, and west of west wye switch on Tigard Branch.)

NEWBERG

(Newberg, yard limits extend to yard signs west of First St. and east of Meridian.)

BEAVERTON

(Beaverton, yard limits extend to yard sign east of Reynolds.)

REEDVILLE

HILLSBORO

(Hillsboro, yard limits extend to yard signs east of Tillamook Junction and west of Range.)

FOREST GROVE

ST. JOSEPH

McMINNVILLE

WHITESON

GERLINGER

(Gerlinger, yard limits extend to yard sign east of Thielson.)

INDEPENDENCE

CORVALLIS

(Corvallis, yard limits extend to yard signs east of Corvallis Junction, and west of Avery.)

MONROE

(Monroe, yard limits extend to yard sign east of Alpine Junction.)

FALLS CITY

BLACK ROCK

(Black Rock, yard limits extend to yard sign east of Camp 2.)

ALPINE

(Alpine, yard limits extend from yard sign east of siding to Glenbrook.)

DAWSON

(Dawson, yard limits extend from yard sign east to stop sign west of Dawson.)

MARSHFIELD

Marshfield, yard limits extend to yard signs east of Mill Spur and west of North Bend.

OVERLAND

MYRTLE POINT

POWERS

BUXTON

TIMBER

COCHRAN

ENRIGHT

WHEELER

TILLAMOOK

BROADMEAD

DALLAS

AIRLIE

WILLAMINA

SPRINGFIELD

(Springfield, yard limits extend to yard signs east of Fisher-Balle Mills, and west of Mohawk Junction; also includes cut-off between Springfield and Springfield Junction.)

BROWNSVILLE

LEBANON

SILVERTON

WENDLING

211. Rules 93 and D-93 are revised as follows: ''Within yard limits the main track may be used protecting against first class trains. All trains must approach yard limits and pass through yards under control.''

212. To eliminate any misunderstanding with respect to the privilege conferred by Rule 93, **at stations where yard limit boards are maintained and the view is in any manner obstructed, trains must not be backed out of siding or adverse movements made without providing the same protection required at points where yard** limit boards are not maintained.

213. At Albany Jct., all branch trains will call operator Albany on telephone and obtain permission to proceed to Albany passenger station. Operator Albany when permitting this move must hold all opposing trains until the train arrives.

214. At Salem, Falls City Branch trains use main track between Lemrock and Salem passenger station. Such trains must call operator Salem on telephone from Lemrock and obtain permission to proceed to passenger station. Operator Salem when permitting this move must hold all opposing trains until the train arrives.

215. Between 6.00 p. m. and 7.00 a. m. trains using the Geer line between main line junction and yard limits, Salem, will move expecting to find track occupied by cars and yard engines.

216. At Dallas, all Falls City Branch trains use Airlie Branch main track between junction switch and passenger station.

LOCATION OF WATER TANKS BETWEEN STATIONS.

Main Line:
M. P. 489.9
M. P. 498.4
M. P. 535.8

Yaquina Branch:
M. P. 762.3
M. P. 750.2
M. P. 710.8

Mill City Branch:
M. P. 738.9

Tigard Branch:
M. P. 776.1

West Side Branch:
M. P. 661.8

Coos Bay Line:
M. P. 690.5

Tillamook Branch:
M. P. 818.9

COMMERCIAL TRACKS NOT OTHERWISE SHOWN ON TIME TABLE.

All tracks are double enders unless otherwise specified.

Main Line:

Seven Oaks	M.P. 447.7	5 cars(spur)
Shady	M.P. 569.4	28 cars
Deady	M.P. 583.9	3 cars(spur)
Virgil	M.P. 664.4	4 cars(spur)
Bunting	M.P. 719.2	5 cars(spur)
Tile Works	M.P. 719.9	12 cars(spur)
Wiggins	M.P. 748.7	3 cars(spur)
Willsburg	M.P. 765.6	6 cars

Yaquina Branch:

Conroy	M.P. 706.0	6 cars(spur)
Russell	M.P. 717.2	3 cars(spur)
Butler	M.P. 726.2	3 cars(spur)
Cain	M.P. 727.2	6 cars(spur)
Lincoln Co. Quarry	M.P. 753.1	20 cars(spur)
Cobb	M.P. 755.6	2 cars(spur)

Mill City Branch:

Albany Lumber Co.	M.P. 691.7	12 cars(spur)
Wentworth	M.P. 692.4	2 cars(spur)
Trollinger	M.P. 706.2	6 cars
Remington	M.P. 709.8	3 cars
Homer	M.P. 728.9	15 cars
Warren Bros.	M.P. 734.2	20 cars(spur)
Gooch Lbr. Co.	M.P. 739.2	5 cars(spur)
Camp 7	M.P. 741.4	24 cars
Gravel Spur	M.P. 741.7	6 cars(spur)
Hammond Lbr. Co. No. 1	M.P. 745.4	30 cars(spur)
Larson	M.P. 746.6	16 cars
Hammond Lbr. Co. No. 2	M.P. 747.2	20 cars(spur)
Idanha	M.P. 750.0	30 cars

Molalla Branch:

Platt	M.P. 750.8	8 cars(spur)

Newberg Branch:

Jones	M.P. 772.6	6 cars(spur)

Tigard Branch:

Electric Shops	M.P. 776.1	30 cars

West Side Branch:

Seitters	M.P. 734.3	11 cars(spur)
Carnation	M.P. 758.5	28 cars

Falls City Branch:

Partridge	M.P. 732.5	3 cars(spur)

Alpine Branch.

Munsey	M.P. 677.2	3 cars(spur)
Cloverdale	M.P. 678.1	2 cars(spur)

Coos Bay Line:

Cardiff	M.P. 659.1	6 cars
Boring	M.P. 673.5	17 cars
Meredith	M.P. 674.2	11 cars
Shannon	M.P. 676.7	7 cars
Globe	M.P. 679.0	6 cars
Windsor	M.P. 680.3	5 cars
Linslaw	M.P. 684.0	11 cars
W. D. Hull Mill	M.P. 724.6	5 cars(spur)
Silverton Lumber Co.	M.P. 728.6	24 cars
W. D. Hull Mill	M.P. 732.3	3 cars(spur)
Rogers	M.P. 761.8	9 cars(spur)
Beaver Hill—End Beaver Hill Jct. Spur		
York	M.P. 792.7	4 cars
Schull	M.P. 796.4	4 cars(spur)

Tillamook Branch:

Mahan	M.P. 766.4	4 cars
Wirf's	M.P. 783.8	5 cars(spur)
Fashion	M.P. 787.2	8 cars(spur)
Hulbert	M.P. 792.5	13 cars(spur)
Buick	M.P. 814.4	2 cars(spur)
Maples	M.P. 821.1	2 cars(spur)
Seaview	M.P. 840.5	2 cars(spur)
Twin Rocks	M.P. 841.6	2 cars(spur)
Cummings & Moberly Lbr. Co.	M.P. 845.8	18 cars

Woodburn-Springfield Branch:

Chesnat	M.P. 650.5	3 cars
Washburn	M.P. 690.9	6 cars
Broughton & Wiggins	M.P. 721.1	5 cars(spur)

Oakridge Branch:

Botsford	M.P. 649.2	40 cars(spur)
Middle Creek	M.P. 681.0	4 cars(spur)

DERAILERS IN MAIN TRACK.

222. In old Main Line just east of First St., Newberg.
West of Willamina (2 derailers).
200 feet east of east switch at Camp 2.
500 feet east of siding at Black Rock.
100 feet east of Dawson.
East of Glenbrook.
75 feet east of turntable switch at Wendling.
West of Oakridge.

MISCELLANEOUS.

228. When engineers of less than two years' experience, and firemen of less than one year's experience, stand to help or doublehead a passenger train, they must handle the engine next to train, the experienced men to handle the leading engine.

229. Under Rule 17, if headlight of an opposing train on siding is not covered, train must stop, ascertain the cause, and may then proceed under control prepared to stop before reaching the point at which the opposing train may foul the main track. If weather conditions require it, trains should be preceded by a flagman.

230. When a train parts while in motion due to uncoupling by reason of knuckles slipping or opening or similar causes, conductor will personally make inspection and ascertain, if possible, the actual cause and take necessary steps to prevent a recurrence.

231. Trains consisting of more than 20 cars will cut off engine to take water, and will also cut off way cars before spotting.

232. Flues of engines must not be sanded while crossing overhead bridges.

233. Extreme care must be used in measuring oil in locomotive tanks with metal measuring stick when in electric zone to avoid contact with trolley wire.

234. When crews make several trips Rule 3 will apply on first trip only.

235. All employes must put forth careful and painstaking effort to avoid fires during the dry season, be on the lookout for fires and report them promptly. Trainmen must particularly watch for fires from rear end of train.

236. Trains must not pass the switch at which an opposing train may enter the siding, when such switch is between it and train order signal in ''stop'' position.

237. When necessary to leave cars on siding at Cochran they must be placed 200 feet west of west cross-over switch.

238. Where practicable cars must not be left standing on sidings within 50 feet of highway crossing.

239. When cars are left on grades not protected with derailers they must be chained to rail.

240. Rule No. D-11, page 13, Current Book of Rules, regarding fusees, is modified as follows: On double track lines when a train finds a fusee burning red, train must be brought to a stop and may then proceed cautiously not exceeding six (6) miles per hour to the obstruction or until clear signal is reached or until track is known to be clear. It will not be necessary to wait until red fusee has burned out. See that all precautions necessary are taken to avoid accident.

241. When one torpedo is exploded, train will come to a stop as per Rule 15. If no person is at hand to explain the placing of torpedo, train may proceed to next station or block signal as hereinafter provided:

(a) If view is obscured by curves, fog or storm, flagman must be sent ahead and train may follow, under control, in the manner prescribed by Rule 504.

(b) If track is seen to be clear, or, within automatic block signal limits, if signals indicate ''PROCEED,'' train may proceed but will run under control, not exceeding six (6) miles per hour, for a distance of one-half mile, before resuming full speed.

242. When a train stops for an unattended red signal, except a fixed signal or red fusee, flagman must be promptly sent ahead for one-half mile, and after waiting reasonable time for flagman to precede train, it will follow at a speed not exceeding six (6) miles per hour through the half-mile limit.

243. Addition to Rule 16, page 18, Current Book of Rules:

(J) **o o o o o o When running, Increase train heat.**

(K) **———— When running, Look back for hand signals.**

244. Exceptions to Rule 92: After leaving East Morrison Street and Ankeny Street eastward trains will not be governed by Rule 92.

245. Before attempting movement over the road, the ''A'' frame of steam shovels must invariably be lowered.

246. When passenger equipment is occupied by passengers, the tail gates must be in position to protect all open-end vestibules. When necessary to make a separation between the cars of passenger equipment so occupied, tail gates must be in position to protect the open-end vestibules, where cut is to be made, and trainmen or yardmen making cut will be held responsible for seeing that tail gates are in proper position before separation is made.

SPECIAL RULES—Concluded

MISCELLANEOUS—Concluded.

247. When making backward movements of trains, passengers must not be permitted on rear platform.

248. Deadhead passenger equipment will not be handled in freight trains of over thirty cars.

249. Tare tonnage of any passenger train or gross tonnage of any freight train must not exceed the following number of M's per operative brake between the stations shown:

	Number of M's	
	Passenger	Freight
Grants Pass and Glendale	150	115
Oakland and Yoncalla	150	125
Comstock and Divide	150	125
Summit and Nashville	150	115
Black Rock and Falls City	150	100
Buxton and Timber	150	120
Timber and Enright	135	90

250. Not more than thirty (30) cars will be handled in Westward freight trains, Cochran to Enright, or Eastward freight trains, Cochran to Timber.

251. Portland Union Station: Trainmen and enginemen are subject to the rules and regulations of the Northern Pacific Terminal Company while in their yard. Speed of trains must not exceed six (6) miles per hour between Front Street and the Passenger Station. United Railway tracks cross both main lines at the center line of Front Street, between the Passenger Station and the Willamette River bridge. Movements of United Railway trains approaching these crossings are not controlled by the interlocking plant. All trains moving toward these crossings must be under control, expecting to find the crossings occupied.

252. Freight cars must not be handled EAST of WEST switch at Bertha except when coupled to locomotive and air brakes operative. All freight train switching at Bertha must be done at WEST switch and on siding and spur, and all cars not coupled to locomotive with air brakes operative must be under protection of derail in siding at all times. After switching completed, brake pipe must be coupled and tested as per Air Brake Rule 17 before west switch is set for main track.

253. Normal position of the draw span on Coos Bay Draw Bridge, between Coos and North Bend is OPEN. In addition to ordinary draw bridge derailers, located (East—3,686 feet and West 2,061 feet from the draw), there are derailers located ninety feet either side of the draw span, which derailers are governed by dwarf signals. Normal position of these derailers close to the draw span will be OPEN, and all trains will stop for these derailers, sound four short blasts of the whistle, and not proceed until dwarf signal, governing the movement, indicates proceed. Trainmen must see that all traps and doors are kept closed, while passing over Coos Bay bridge.

254. Mikado engines must not be operated coupled together.

255. Engines must not be operated coupled tender to tender.

256. Two or more engines coupled must not operate over truss bridges between Geer and Coburg.

257. Flying switches of tank cars must not be made, or tank cars cut off while in motion. Neither may cars be kicked or dropped in on tracks against tank cars.

258. In making up through freight trains, empty and wood frame cars must be placed behind heavy loads and in rear of train.

259. Foot notes apply to page of timetable on which they appear only.

260. When trains take siding at meeting points on tracks where indicators are obscured due to curvatures or obstructions, conductors of such trains will make written identification slips in duplicate, using Form 2642 "Train Register Ticket," handing one copy to engineer and one copy to conductor of train affected.

261. The following tracks will be used for meeting and passing of trains:

Brooklyn—Track "A" will be used as a siding for meeting and passing of trains.

Oswego: Track opposite station between west switch of siding and cross-over to main track.

Beaverton: Long siding west side main track west of passenger station.

McMinnville: Siding on west side main track opposite passenger station.

Avery—Track east of station signboard will be used as a siding for meeting and passing of trains.

262. Rule 91 will not apply to movement between Portland and East Morrison St., Hooker St. and Jefferson St.

263. Approaching tunnels by day, when within 300 feet, headlights must be displayed and continued while passing through tunnel.

264. Trains entering sidings or other tracks do so under control. See and know that track is clear. Responsibility for collision with cars placed with entering train.

265. Trains or engines using station side to meet or pass a train discharging or entraining passengers must use care and take every precaution for their protection.

266. Westward trains waiting for opposing trains at Clay Street will wait East of S. P. & S. Crossing located between East Main and East Madison Streets.

ELECTRIC LINES.

275. When electric trains are composed of three cars pantographs on two cars only must be up at one time. If train consists of four cars pantographs must be up on only three cars at one time, and when composed of five or six cars pantographs on only four cars must be up at one time.

276. Electric engines must be used to move freight cars to and from old main track and city freight house at Forest Grove.

277. Eastward trains must stop before fouling the Junction switch at Fourth and Jefferson streets, Portland.

278. Trains must stop before crossing electric tracks on Fourth and Jefferson streets, Portland; Oregon Electric tracks at Hillsboro, and Spaulding Logging Co. track at Newberg. Whenever the view of the engineman is obstructed by weather conditions or otherwise, it will be necessary to flag over these crossings.

279. The dimmer must be used on headlights of all electric trains within the city limits of Portland, as required by ordinance.

280. When necessary for eastward trains to run in two parts from Hooker St., pull train over voltage change east of Hooker St. before cutting trains and be governed by Air Brake Rule 20.

When trains run in two parts from or to Hooker St. and Jefferson St. enginemen of rear part of eastward trains will uncouple train and move back sufficient distance to know they have control.

Enginemen of rear part of westward trains will make coupling, slack back to see if coupling is properly made, apply air brakes, cut out brake valve and remain in car until air brakes have been tested as per Air Brake Rule 17.

281. Portland Division officials only will be permitted to ride on head end of electric trains without presentation of authority to enginemen to do so.

282. Fire signals at Washington, Morrison and Gibbs Sts., Portland, indicate when an alarm has been turned in and that fire apparatus may be expected to pass at any moment. These signals must be respected. Enginemen must watch for and respect signals from traffic officers at Washington and Morrison Streets.

LIST OF SURGEONS, HOSPITAL DEPARTMENT

NAME	TITLE	LOCATION	DISTRICT
DR. F. K. AINSWORTH	Chief Surgeon and Mgr.	San Francisco	All.
DR. G. O. JARVIS	District Surgeon	Ashland	Ashland to Talent.
DR. J. S. PARSON	Consulting Surgeon	Ashland	Ashland to Talent.
DR. J. B. WEBSTER	Asst. District Surgeon	Ashland	Ashland to Talent.
DR. E. B. PICKEL	District Surgeon	Medford	Talent to Central Point.
DR. J. J. EMMENS	Oculist and Aurist	Medford	
DR. W. P. CHISHOLM	District Surgeon	Gold Hill	
DR. S. LOUGHRIDGE	District Surgeons	Grants Pass	Central Point to Leland.
DR. LO. CLEMENT	Oculist and Aurist	Grants Pass	
DR. G. C. KNOTT	District Surgeon	Glendale	Leland and West Fork.
DR. D. R. CORYELL	District Surgeon	Riddle	West Fork and Dillard.
DR. D. A. FORBES	Emergency Surgeon	Myrtle Creek	
DR. L. M. LEHRBACH	District Surgeon	Roseburg	Dillard to Wilbur.
DR. E. V. HOOVER	Associate Dist. Surgeon.	Roseburg, Ore.	
DR. E. J. WAINSCOTT	District Surgeon	Oakland	Wilbur to Yoncalla.
DR. H. A. CANFIELD	District Surgeon	Drain	Yoncalla to Comstock.
DR. B. R. JOB	District Surgeon	Cottage Grove	Comstock to Creswell.
DR. L. C. HOBSON	District Surgeon	Creswell	
DR. WM. KUYKENDALL	District Surgeon	Eugene	
DR. N. E. WINNARD	Assistant Surgeon	Eugene	
DR. O. R. GULLION	Oculist and Aurist	Eugene	
DR. W. W. HICKS	District Surgeon	Junction City	Irving to Halsey.
DR. W. H. DALE	Emergency Surgeon	Harrisburg	
DR. H. GARNJOBST	Emergency Surgeon	Halsey	
DR. T. I. MARKS	Emergency Surgeon	Shedd	
DR. F. E. BEAUCHAMP	District Surgeon	Albany	Halsey and Marion.
DR. J. G. FLEENOR	District Surgeon	Jefferson	
DR. P. A. SCHMIDT	Emergency Surgeon	Turner	
DR. W. H. BYRD	District Surgeon	Salem	Marion to Gervais.
DR. CARL E. CASHATT	Asst. District Surgeon	Salem, Ore.	
DR. M. C. FINDLEY	Oculist and Aurist	Salem	
DR. H. O. HICKMAN	Emergency Surgeon	Gervais	
DR. J. L. SHOREY	Acting District Surgeon	Woodburn	Gervais to Aurora and Mt. Angel.
DR. S. W. WEAVER	Emergency Surgeon	Hubbard	
DR. B. F. GIESY	Emergency Surgeon	Aurora	
DR. H. A. DEDMAN	District Surgeon	Canby	Aurora to New Era.
DR. C. H. MEISSNER	District Surgeon	Oregon City	New Era to Clackamas.
DR. GEO. H. BUCK	District Surgeon	East Portland	Clackamas to Portland.
DR. GEO. F. WILSON	Division Surgeon	Portland	Portland Div.
DR. A. L. BERKLEY	Assistant Surgeon	Portland	
DR. JOHN F. BEAUMONT	Oculist and Aurist	Portland	Portland.
DR. C. H. NEWTH	District Surgeon	Philomath	
DR. R. D. BURGESS	District Surgeon	Toledo	Summit to Yaquina.
DR. W. W. ALLEN	District Surgeon	Mill City	
DR. E. R. TODD	Emergency Surgeon	Molalla	
DR. A. J. ROSSITER	District Surgeon	Oswego	
DR. DAVID RICKARD	Emergency Surgeon	Sherwood	
DR. H. A. LITTLEFIELD	Emergency Surgeon	Newberg	
DR. A. B. STARBUCK	District Surgeon	Dallas	Sheridan Jct. to Airlie.
DR. W. D. BUTLER	Emergency Surgeon	Airlie	
DR. J. R. BARR	District Surgeon	Sheridan	Whiteson to Sheridan.
DR. J. O. MATTHIS	Emergency Surgeon	Willamina	
DR. C. E. MASON	Acting District Surgeon	Beaverton	Portland to Reedville and Beaverton Bh
DR. R. M. ERWIN	District Surgeon	Hillsboro	Reedville to Yamhill.
DR. E. J. CROWTHERS	Emergency Surgeon	Cornelius	
DR. H. C. FORTNER	District Surgeon	Forest Grove	
DR. R. B. CRAVER	Emergency Surgeon	Yamhill	
DR. J. H. COOK	District Surgeon	McMinnville	Yamhill to Whiteson.
DR. O. D. BUTLER	District Surgeon	Independence	Whiteson to Wellsdale.
DRS. PERNOT & JOHNSON	District Surgeons	Corvallis	Wellsdale, Corvallis and Summit.
DR. E. BENNETT	District Surgeon	Monroe	
DR. F. M. HELLWARTH	District Surgeon	Falls City	
DR. D. N. HAYDEN	District Surgeon	Veneta	
DR. H. C. EASTLAND	District Surgeon	Gardiner	
DR. R. L. EDWARDS	District Surgeon	North Bend	
DR. G. E. DIX	District Surgeon	Marshfield	
DR. JAMES RICHMOND	District Surgeon	Coquille	
DR. W. LEE PEMBERTON	District Surgeon	Myrtle Point	
DR. G. F. VIA	Emergency Surgeon	Buxton	
DR. H. E. RINEHART	District Surgeon	Wheeler	
DR. R. T. BOALS	District Surgeon	Tillamook	Buxton to Tillamook.
DR. R. E. KLEINSORGE	District Surgeon	Silverton	Mt. Angel to Aumsville.
DR. A. BURSELL	Emergency Surgeon	Aumsville	
DR. A. G. PRILL	District Surgeon	Scio	Aumsville to Brownsville.
DR. J. C. BOOTH	District Surgeon	Lebanon	Lebanon Branch.
DR. R. M. WALTZ	District Surgeon	Brownsville	
DR. M. E. JARNAGIN	District Surgeon	Coburg	Brownsville to Armitage.
DR. W. H. POLLARD	District Surgeon	Springfield	Armitage to Natron and Wendling.
DR. J. C. JACKSON	Emergency Surgeon	Marcola	
DR. G. J. FANNING	Emergency Surgeon	Wendling	

When employes, passengers or others are injured, call the nearest Company Surgeon, preferably District Surgeon. Emergency Surgeons are called only when patients cannot be sent to or await the arrival of District Surgeons.
When necessary to call Surgeons other than those regularly employed by the Company, it should be with the distinct understanding that their services will not be required after the arrival of Company Surgeon.
Any officer of the Company is authorized to call Company Surgeons to attend the injured.
When tramps or other trespassers are injured on the Company's Lines, they should be turned over to friends, or to city, county or other local relief authorities, after immediate necessary attention has been rendered by Company Surgeon.

MILEAGE

Main Line.

Ashland to East Portland	O. & C. R. R. Co	339.55	
East Portland	O.-W. R. R. & N. Co. (Jointly Operated)	0.05	
East Portland to Portland	Jointly Owned	0.31	
In Portland	N. P. T. Co	0.26	
Total Main Line			340.17

Branch Lines.

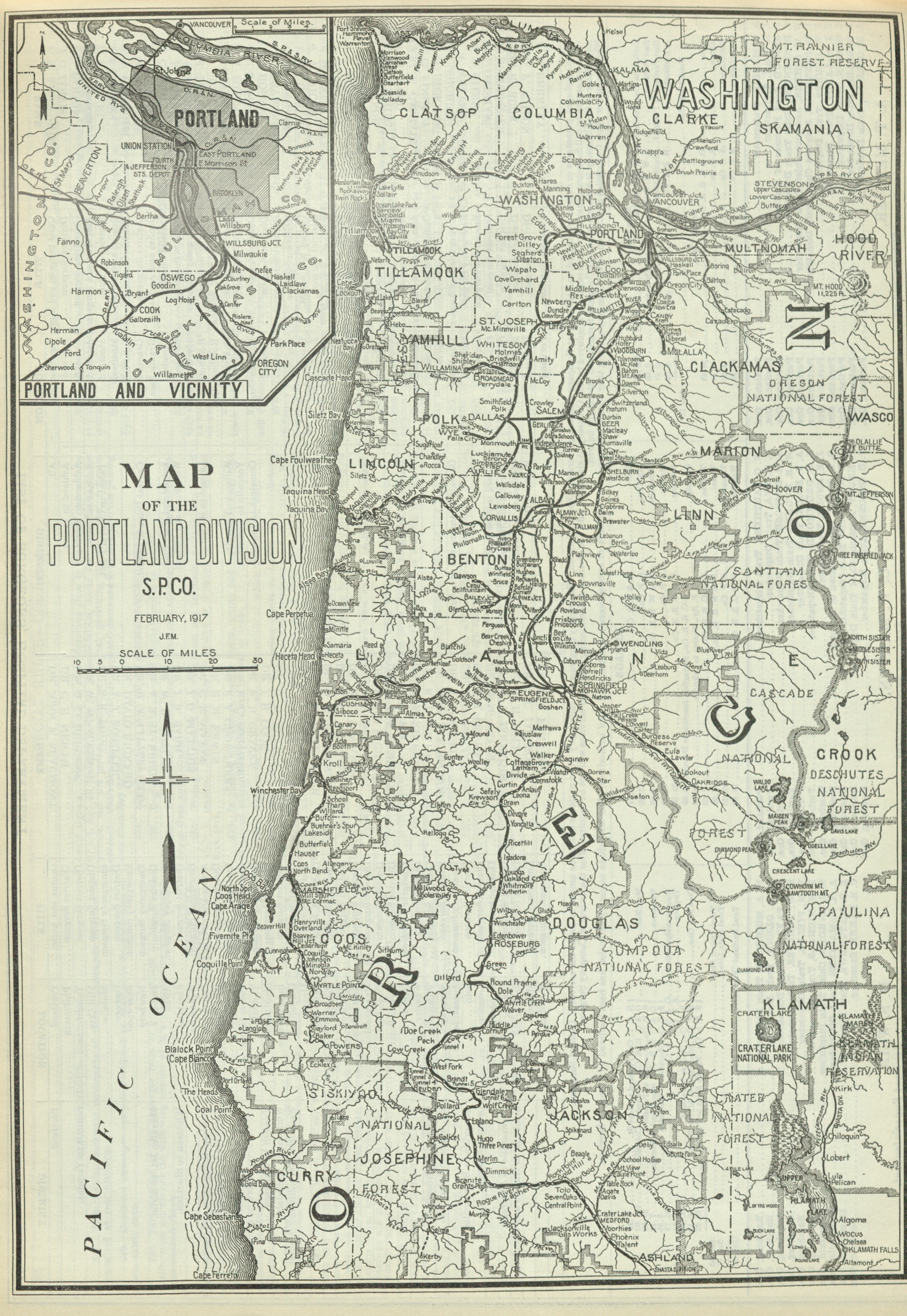
Airlie	O. & C. R. R. Co	36.42	
Alpine	S. P. Co	6.10	
Bellfountain	S. P. Co	4.87	
Falls City	S. P. Co	28.35	
Geer	O. & C. R. Co	6.81	
Mill City	S. P. Co	57.20	
Milwaukie	B. & W R. R. Co	3.06	
Molalla	S. P. Co	10.45	
Newberg	O. & C. R. R. Co	38.00	
Oakridge	O. & C. R. R. Co., Springfield Junction to Natron	6.89	
	C. P. Ry., Natron to Oakridge	34.39	
Tallman	O. & C. R. R. Co	7.68	
Tigard	B. & W. R R. Co	7.29	
Tillamook	S. P Co	91.20	
Wendling	O. & C. R. R. Co	15.95	
West Side	N. P. T. Co., Portland to Hoyt St.	.15	
	O. & C. R. R. Co., Portland to Corvallis	101.03	
	S. P. Co., Corvallis to Transfer	37.02	
Willamina	O. & C. R. R Co., Broadmead to Sheridan	7.19	
	S. P. Co., Sheridan to Willamina	5.35	
Woodburn-Springfield	O. & C. R. R. Co.	92.78	
Yaquina	S. P. Co	83.54	
Coos Bay Line	S. P. Co., Blair to Marshfield	120.50	
	S. P. Co., Marshfield to Myrtle Point	26.12	
	S. P. L. Co., Myrtle Point to Powers	18.56	
Total Branch Lines			846.90
Total Main Line			340.17
Total Portland Division			1187.07

G. C. MORRIS, Trainmaster	Portland, Ore.
J. L. MAY, Trainmaster	Portland, Ore.
E. STROUD, Road Foreman of Engines	Portland, Ore.
C. H. SPENCER, Chief Train Dispatcher	Portland, Ore.
W. M. SCHERR, Assistant Chief Train Dispatcher	Portland, Ore.
F. W. CANTRELL, Assistant Chief Train Dispatcher	Portland, Ore.
C. W. GRUBBS, Train Dispatcher	Portland, Ore.
D. J. McLARDY, Train Dispatcher	Portland, Ore.
O. OLSSON, Train Dispatcher	Portland, Ore.
B. H. BOLES, Train Dispatcher	Portland, Ore.
A. M. GORMAN, Train Dispatcher	Portland, Ore.
W. C. CAUTHERS, Train Dispatcher	Portland, Ore.
C. H. EVA, Train Dispatcher	Portland, Ore.
A. S. BIMROSE, Train Dispatcher	Portland, Ore.
W. B. HUGHES, Train Dispatcher	Portland, Ore.
A. J. EDICK, Train Dispatcher	Portland, Ore.
J. E. DRUMMOND, Train Dispatcher	Portland, Ore.
J. E. ENGER, Trainmaster	Roseburg, Ore.
G. L. FLINT, Road Foreman of Engines	Roseburg, Ore.
J. I. LOVE, Chief Train Dispatcher	Roseburg, Ore.
F. HRUBY, Assistant Chief Train Dispatcher	Roseburg, Ore.
J. D. OSBORNE, Train Dispatcher	Roseburg, Ore.
M. A. MOORMAN, Train Dispatcher	Roseburg, Ore.
W. A. GLENN, Train Dispatcher	Roseburg, Ore.
L. S. TAYLOR, Train Dispatcher	Roseburg, Ore.
R. W. TEETERS, Train Dispatcher	Roseburg, Ore.
V. N. FIELDS, Train Dispatcher	Roseburg, Ore.
R. H. NICHOLS, Train Dispatcher	Roseburg, Ore.
R. C. HARDEN, Chief Train Dispatcher	Marshfield, Ore.
A. A. McMASTERS, Train Dispatcher	Marshfield, Ore.
E. G. MATTHEWS, Train Dispatcher	Marshfield, Ore.
C. B. BAKER, Examiner	Portland, Ore.

A. T. MERCIER,
Superintendent.

C. W. MARTYN,
Assistant Superintendent.

D. S. WEIR,
Assistant Superintendent.



MAP OF THE PORTLAND DIVISION S.P.CO.

FEBRUARY, 1917

J.F.M.

SCALE OF MILES
10 5 0 10 20 30
PORTLAND AND VICINITY
Scale of Miles
PORTLAND
VANCOUVER
COLUMBIA RIVER
WASHINGTON CO.
MULTNOMAH CO.
CLACKAMAS CO.
OREGON CITY
PACIFIC OCEAN
WASHINGTON
OREGON
CLATSOP
COLUMBIA
CLARKE
SKAMANIA
MT. RAINIER FOREST RESERVE
WASHINGTON
MULTNOMAH
HOOD RIVER
TILLAMOOK
YAMHILL
CLACKAMAS
OREGON NATIONAL FOREST
WASCO
POLK
MARION
LINCOLN
LINN
BENTON
SANTIAM NATIONAL FOREST
LANE
CASCADE NATIONAL FOREST
CROOK
DESCHUTES NATIONAL FOREST
PAULINA NATIONAL FOREST
DOUGLAS
UMPQUA NATIONAL FOREST
COOS
KLAMATH
CRATER LAKE NATIONAL PARK
KLAMATH INDIAN RESERVATION
JACKSON
CRATER NATIONAL FOREST
SISKIYOU NATIONAL FOREST
JOSEPHINE
CURRY
SALEM
ALBANY
CORVALLIS
EUGENE
ROSEBURG
MARSHFIELD
MEDFORD
ASHLAND
KLAMATH FALLS
MT. HOOD 11,225 Ft.
SHASTA DIVISION